

THE
CANADIAN

National

DECEMBER 1947



Keeping track

Items in the month's news from across the System:

Seasoned train travellers know that it isn't safe to monkey with the emergency brake cord in passenger cars. The least that can happen if someone brash or ignorant pulls the cord on a fast-moving train is that valuable customers will get spilled into the aisles, resulting in possible injury and certain ill-will toward the company. At worst, a whole train might be dumped in the ditch.

There is a sign next to the little red handle of the emergency brake cord, warning to anyone with horse-sense enough to take a hint, and this works fine for people who can read English or French. But what of the trainloads of immigrants, getting their first look at their new homeland as it spins past the windows of their coach?

The CNR has the answer, in the form of warning notices printed not only in English and French, but in Danish—"NODBREMSE"; Dutch—"MOODREM"; GERMAN—"NOTBREMSE"; Italian—"NON TOCCATE, PERICOLOSO"; and Greek, which our printer can't reproduce here.

* * *

That about covers the field for most European immigrants. At least it fixes things so that no newcomer is likely to stand a train on its head while he innocently thinks he is ringing for the porter.

* * *

Back in 1887, if you lived in Guelph, Ont., and wanted to phone the Grand Trunk Railway, you asked the operator to get you number 52. Guelph and the rest of the world have changed, and the old Grand Trunk long ago became part of the CNR system, but the railway's phone number is still 52—one of a scant seven local phone numbers that haven't changed in 69 years.

* * *

"Heath Steele" is the latest entry in the CNR official station book. The new station will mark the terminus of the 23-mile spur being built in New Brunswick, and will commemorate the Heath Steele mine which the line is to serve.

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OUR COVER

Winter can be pretty as well as cold, according to staff photographer Gerald Richard who shot this scene atop Montreal's Mount Royal.

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"Cavaliers of Courtesy"

By A. A. Monson

"COURTESY and Service" is more than a slogan to employees of the Grand Trunk Western. Every day, workers in all branches of the railroad's activities are winning commendation for their courteous attention to those with whom they come in contact.

"Courtesy is a very important part of the everyday running of the railroad," Francis A. Gaffney, vice-president and general manager has declared, "because people are more important than machines and the success of any enterprise depends mostly on human relations."

To promote the spirit of teamwork, courtesy and service to the public, the Grand Trunk Western set up a Court of Courtesy seven years ago to give special recognition to employees for outstanding acts of kindness. A certificate of appreciation, conferring the title of "Cavalier of Courtesy" is awarded by the vice-president and general manager when an exceptionally kind deed has been performed.

Two new "Cavaliers" have just been named by Mr. Gaffney—Conductor Patrick O. Beale of Port Huron, and Robert Berg, ship's clerk on the car ferry City of Grand Rapids. Conductor Beale was cited by the Port Huron Times Herald for his "unfailing courtesy, consideration and helpful attention paid to the patrons of the line." Particularly favorable comment was made about his practice of announcing expected arrival time of trains at Dearborn Station, Chicago, with information as to whether the train is on time and if late the reas-

on for the delay, as well as his expressions of hope that the passengers have enjoyed their trip.

In his 46 years of service with the Grand Trunk Western, Conductor Beale's main hobby, both on duty and in off-hours, is being kind to people. According to the Times Herald, "Neighbors were not at all surprised when he received the 'Cavalier of Courtesy' certificate from his employer, Grand Trunk Railroad.

"Mr. Beale, who has lived in the same house many years, has endeared himself to all the neighbors, especially the old and the young. Hardly a day goes by but what Mr. Beale does a kind act for someone.

"Mrs. Judson W. Cowles, said that Mr. Beale often gives money to youngsters in the neighborhood and regularly calls on older persons to make sure they are all right and to do things for them.

"He feeds stray dogs, helps neighbors in many ways, and, in short, 'is always doing something for somebody'. As Mrs. Cowles expressed it, he's a sort of Santa Claus all year 'round."

Mr. Berg was honored as a Cavalier for his efforts in finding the owner of \$300.00 which had been dropped near the ticket office in Muskegon. In commending him, Thomas D. Ash, superintendent of the Detroit Division, wrote: "Your action in returning this money is deeply appreciated by this office and the management."

The title of Cavalier is conferred only
(Please turn to Page 17)



A "Cavalier of Courtesy" receiving his award is Patrick O. Beale, right. Thomas H. Ward, superintendent, Port Huron Terminal of the Grand Trunk Western, makes the award.



Anxious looks are cast on an interpreter as a group of Hungarian refugees listen to an explanation of customs and immigration procedures at Halifax.

Magyar Miracle

The miracle of freedom was wrought for these fugitives from a broken land. CNR employees all across the system did everything possible to ensure pleasure and comfort as thousands of Hungarians sought refuge here.

Story and pictures by **BILL SMITH**

THE thin cry of a baby pierced the rumble of the train like a long thin needle. Somewhere near the middle of the car a mother crooned and, contented, the child went back to sleep. A sleeping passenger stirred, trying to get comfortable. Nearby a match flared, briefly lighting the darkened car. In the last seat, two green stockinged feet stuck straight up like antennas. Beyond the frost-painted windows a brilliant moon hovered over the white New Brunswick hills like a ball of blue ice.

Bundled inside the 18 cars of the special train were 500 men, women and children with strange sounding names like Toth, Fuleki, Bakonyi; proud people with a brilliant and tragic past. Just off the boat from their native Hungary they had counted oppression and death as their national heritage; a heritage with roots as deep as memory in their fierce love of freedom. And now they are in Canada, to sink these roots in a more fertile soil.

The liner "Venezuela" eased into her Halifax berth at 7.30 on a Saturday

morning, bringing to an end her 11-day voyage from Genoa, Italy. Aboard were 1,580 refugees, most of whom escaped from the shattered city of Budapest. Bound for Quebec City, Winnipeg, Edmonton, as well as the port of Halifax itself, this sudden influx called for teamwork of a high calibre between the customs and immigration officials for processing, and the CNR for transportation.

Despite the heavy burden already placed on the railway, three special trains were mustered for the job. Two specials, composed of sleepers for a total of 550 people pulled out of Halifax on a Saturday afternoon bound for the West. That evening the third train carrying the 500 for Quebec City slid out of the station to begin the long 800 mile loop through New Brunswick and Quebec.

The operation was the product of a carefully laid out campaign. Preliminary plans were made at a meeting of customs, immigration, medical, steamship and CNR officials. The railway's role was drawn up in Mont-

real, and was subject to any last minute adjustments which would have to be ironed out at Halifax.

Basically, the plan required that the refugees would take the shortest possible route from ship to train, passing through the immigration and customs inspection as they did so.

It was a fine example of clock-like precision. The "Venezuela", which docked only a few feet from the customs and immigration building, was boarded immediately by officials of these departments, and by medical examiners. A quick preliminary examination was made, and the passengers were grouped according to destination. Those bound for Edmonton were processed first, followed by the Winnipeg group, then those for Quebec City, and finally those who were to stay in Halifax.

Following the preliminary check, these groups were transferred to the immigration building. Here passports were processed and data accumulated. Seated at a long table, 20 immigration officers and their interpreters collected



Relaxed looks take over when the new Canadians gaze out at Canadian countryside through the window of a speeding train. All the travellers said they were impressed with CNR equipment.

the necessary information, instructed each immigrant in the basic procedures of entry, and answered a myriad of questions.

The next station in the process was the customs table, where hand baggage was checked. Then to the waiting room where heavy luggage was picked up after customs inspection. Finally, refugee and his luggage again united, he boarded his train and settled down for the journey.

(A tip of the hat is due the customs and immigration men and their interpreters—mostly volunteers—who performed the Herculean task of processing 1050 immigrants in just under nine working hours, a feat which kept the operation functioning as smoothly as could be expected.)

The Quebec City train was, perhaps, typical in many ways of the service the CNR provided to these new Canadians. The train, 18 cars long, carried two cafe cars which provided meals for the trip. The problem of feeding too was reduced to a science. Meals were served in shifts, each car taking its portion of the train. There was not much time to linger over the coffee, but all agreed it was excellent cuisine.

Without a doubt, the busiest man on the train, with the possible exception of the engineer, was Cyril J. Brown, travelling passenger agent of Halifax. His work requires a combination of being a diplomat, doctor (or if a doctor is present, nurse) crew chief, teacher, lecturer, linguist and marathon walker. It is his job to keep his passengers happy, answer their questions and try to give them a capsule picture of this strange new country, Canada.

"I'm more than lucky on this trip," he said. "It usually happens that some-



More than 1,000 refugees were checked through Canadian customs at Halifax in less than nine hours as busy officers worked to get the immigrants off to their new Canadian homes.



Looking just like a couple of tired week-end travellers, this husband and wife leave their cares far behind as they catch some sleep as the 18-car special train speeds through Quebec.

body or other manages to get sick when I haven't got a doctor within miles of the train. Today we've got at least five refugee doctors on board—and of course nothing happens."

But he was wrong. Shortly afterwards a little girl managed to produce a mildly infected, but very painful ear. He gladly surrendered his usual duties to a professional man, from Budapest.

In an operation as large as this movement proved to be, it was doubly important that the element of human contact be kept between the immigrant and the railroad. Through the efforts of the crew and Mr. Brown, rapport was established which was of a definite help to these people who were, understandably, a bit confused.

But if these people were confused by the whirlwind events which have befallen them since they arrived, they are not confused as to why they are here. No one who has had a chance to talk to them can have any doubt about that.

I had met the girl Lily Toth, aboard the "Venezuela", and discovering that she spoke English and was bound for Quebec City, I made a note to find her on the train and try to piece together a first hand report of what went on.

Now, sitting in the coach as the train sped through the night, I had a chance to talk with Lily, and the two young men—one an economist, the other a medical student—who shared the ad-

joining seats. All three had something to tell.

The medical student, a young man with deep, intense eyes and an expression of perpetual worry, leaned forward.

"Perhaps you would like to hear something of the Budapest fighting," he asked. I said I would like to very much.

"The revolution began, I think, on the twenty-third of October," he said, speaking in a soft dream-like voice. "It started with the university students and spread to the townspeople. We all marched out into the streets singing our national songs and chanting the poems against the Russian. Too much were we oppressed, lied to, beaten and starved, and we wanted to demonstrate against the communist."

He lit a cigarette, relaxing a little.

"We didn't know this would lead to a revolution," he continued. "We grew a big crowd with us, maybe ten, twenty thousand, I don't know. The police came, and the army. We fought the police but many of the soldiers, Hungarians, were friendly to us. They told us where we could find guns, ammunition. So we began to fight."

"Then came the Russian. These were the divisions who had been with us for many years. Many were Ukrainians, and also friendly to the Hungarian people. Many deserted to fight with us. In the end the Russians withdrew,

and I thought we had won."

He ground out his cigarette on the floor and leaned forward again. Several others had joined us and were listening intently.

"On December fourth the Russian came back. This time it was hopeless. These were soldiers from Germany, Poland; young and frightened. You give a frightened man a gun and he will shoot anything. Do you understand?"

Lily Toth smiled suddenly. "Do you know," she said, "in a way it was funny. These Russian soldiers had been told that they were going to Suez to fight the fascists. This is true. Several asked me where the Canal was. They thought they were in Egypt."

The medical student continued: "I worked mostly in the hospital during the fighting. We could not care for all the wounded. There were too many. They were on beds, in chairs and on the floor. Many died, and we could not help them."

"They say there were 20,000 tanks in Hungary," said the economist. "This seems like too many, but it may be true. No matter; there were too many. We killed many tanks with petrol bombs, but it did no good."

Lily shrugged her shoulders. "The fighting was hopeless," she said. "After the Russian came back, they started gathering names of the students who had been in the riots. To be caught thus would mean death, so we had to escape. We had no choice."

"I came to a point near the Austrian border, we could go no farther by truck. I had to walk 33 kilometers — 21 miles — through swamps and woods to get to the border. It was grim."

"I was then taken to a Red Cross camp in Vienna. In a little while they took us by train to Genoa, and then to Canada."

I asked about the secret police in Hungary. Lily answered. "That is the AVO," she said. "I wanted to leave Hungary in 1947. The AVO came and arrested me. I was beaten and held for eight months. Then they let me go, but I could get no work. No one will hire you if you have been arrested. And you cannot lie, because they always find out. I was four years without work."

"They made me write a complete autobiography, going back even to my grandparents. Any relatives in the West, and so on. Everybody had a dossier in police headquarters. During the revolution I managed to get mine back. They had filled it with lies."

Here, the economist picked up the conversation.

"There is no future in Hungary," he said. "In Budapest alone nearly a million people went to the pawn shops last year. This figure is from the communist paper. To have the pawn ticket is most common. The ticket was what we call the diploma of poverty."

As the refugee train sped through the bitterly cold night, I had a chance to talk to many of these people. They all had some story of the fighting to



Four actors who escaped from Budapest compare notes on the CNR special train. From left are: Charles Dolesh, Imre Pongracz, Andrew Achim and Adam Gyorgy Kesmarky. Pongracz was one of Hungary's foremost comedy actors. The four plan to form a theatrical troupe.

tell, all vibrant with hatred. But the most eloquent story was told in a wordless interview with a man and his child who could not speak a word of English. He spotted my camera and came over. He took out his wallet, extracting three photographs. They were mostly of rubble. Touching my shoulder, he drew a picture in the air, and then pointed to himself. These were photographs of his house, and his eyes told what he thought of Russians.

The economist, who did not dare give me his name, told why he must keep his identity secret.

"I was coming home one day last month. When I turned the corner I saw a Russian tank parked at the end of the street near my house. There were police nearby. I ducked back and went to a friend's house. There I called my wife. A Russian answered.

"I knew then that they were looking for me. I had to escape. Now I do not know what has happened to my family, but I am hoping that some day I can get word to my wife. I pray she is still alive."

Not all of the interviews were of so serious a nature. We had been travelling the entire night and were well into Sunday morning, when a young chemist stopped me.

"Is there something wrong?" I asked, noticing a worried look on his face.

"Yes, I think," he said. "Many times this morning I have seen the large red Russian stars from the train window. Big red stars on signs."

This stopped me cold. Perhaps some pranksters had set up these signs as a joke, but if so it was in poor taste. Suddenly he tugged at my sleeve and pointed out the window.

"Look!" he cried, "Another one!"

It took me five minutes to explain Texaco gas station signs. ★



Stretching their legs on the platform at Riviere du Loup, Quebec, the travellers get their first breath of a Canadian winter. The Hungarians remarked on the number of cars on the streets. In Hungary it is possible to own a car only with government permission.



Using a map, Cyril J. Brown, right, CNR travelling passenger agent, traces the route from Halifax to Quebec. His audience is made up of three Hungarian doctors, G. Ugray, Imre Rada and G. Katalan. Many professional people were among the 1,050 who made up the group.



Happy to be in Canada, Mrs. Imre Pongracz smiles as her little son stares in wonder at the sights of this strange, new land.



Ride 'em Cowboy Railway Style

The farm editor of the Kitchener-Waterloo Record was concerned about travel conditions for cattle. CNR invited him to take a look and this is what he found.

By John T. Schmidt

FOR five days following the Saskatchewan feeder show and sale this writer acted as a cowpuncher riding herd over 31 whiteface steers which travelled in CNR stock car No. 171553 to Doug Forbes, London, Ont. They were consigned by A. E. Huxley, Maidstone, Sask.

The cowpuncher title was honorary only. We were travelling with the cattle as part of a junket to see what happened from the time they left the western ranch until they reached the eastern feedlot.

The trip came as the result of hearing complaints at meetings of the Ontario Beef Producers Association about western cattle shipments.

Among the complaints heard were that there were too few troughs and feeding stops on the way east; that pens were frequently dirty and at times cattle were rushed off the cars and back on again without sufficient rest. It is mandatory that cattle being shipped by rail must be unloaded every 36 hours for feed, water and exercise.

Many beef men asked that their shipments bypass the Toronto yards for health reasons. Others asked that federal veterinarians should make the

compulsory TB tests at point of destination rather than running the cattle into the Toronto yards for this purpose. Others thought the shipments should be speeded up.

We asked several beef men the procedure by which the cattle were brought from the west but it seemed few people had any accurate idea of how shipments are made.

We approached L. C. (Pop) Roy, CNR agricultural agent in Toronto about the situation and after thinking it over a while he suggested we would obtain a clearer idea by covering the ground in person. He made arrangements with various railway personnel along the way to show us everything we wanted to see.

We can report that the cattle were handled as well as they are in many farmers' barns.

We boarded the CNR Continental and in 46 hours were in Saskatoon. Saskatoon was chosen by shutting our eyes and sticking a pin in the map of the Canadian west.

It seemed to be a good starting point because, although it is not in the heart of the ranch country, the district is a

typical western commercial cattle centre. Then, too, the Saskatoon feeder sale was sure to send some consignments to Ontario.

We could have chosen any of the other large cattle auctions at one of the seven public stockyards like Edmonton or Calgary or community sales like Walsh, Pincher Creek, Lundbreck, Whisky Gap, Parkbend, Arcola, Claresholm or the big one at Moose Jaw. At points like Lundbreck or Parkbend cattle are trailed in by cowboys on horseback. At most other points they are trucked.

However, Saskatoon was a happy choice because we were taken under the wing of Alex Sinclair, CNR agricultural agent, and for three days he spared no effort to show us around the ranch country.

Mr. Sinclair was brought out of retirement temporarily when the Saskatoon agricultural agent died suddenly a few months ago. He knows almost every farmer in the area. He was as much at home wheeling his car around Saskatoon's wide streets as he was bumping over the prairie near Dundurn.

He took us to several of the big

ranches where commercial cattle are raised and others like Thode's Hereford ranch at Dundurn which is famous as a purebred outfit. At Thode's a herd of 150 females was raising 140 calves in a field only 12 miles from the ranch house.

The cows have never seen the inside of a barn. The whole bunch will run at the sight of a man walking but he can approach to within 25 feet in a car. Thode culls about 20 per cent of his herd every year.

Then Mr. Sinclair took us to see a western feedlot owner who was fattening about 350 steers and heifers.

Stock from district ranches was trucked to the feeder show at Union Stockyards, Saskatoon. Frank Davis sent in 44 calves from Lacadena, 155 miles south. William Sidey brought in some quality stock from Consort, Alta. Others originated right at Saskatoon.

One of the proudest men at the show was Chief Harry Little Crow of the Sioux reserve at Moose River, whose pen of 10 was declared tops by judges Jack Byers of Calgary and Herb Clark of Saskatoon. The Indians began bringing their cattle to the show a few years ago and with the acquisition of better bulls supplied by the government have gradually improved their stock.

Most of the chief's feeders went back to Saskatchewan bidders in the sale next day — Oct. 6. His champion pen sold to Albert Robbins of Laura for \$19 a hundredweight.

The carload sold to Mr. Forbes on which we signed as man-in-charge was top carload of yearlings and brought \$17.60.

Our car was due to leave at 1 a.m. on a fast freight called by railway men a "speed freight." It has almost as fast a schedule as a passenger train. But this particular one, No. 402, lost speed somewhere along the line between Edmonton and Saskatoon. It was 4 a.m. when we boarded the caboose after walking 80 car lengths along a pitch black siding carrying two grips.

Cattle are always carried at the front of the train so they won't be knocked off their feet when the engineer takes up slack. Pulled by twin unit diesels, No. 402 took off with an upsetting jerk and jerking cabooses were to be our domicile until Hornepayne 1,100 miles away. Actually, once under way a caboose rides smoothly.

Conductor Bill Labreque and brakeman G. L. Bain made us feel at home until the end of their run at Watrous, Sask.

We had to switch our luggage from one caboose to the other at every division point.

The train arrived at Winnipeg at 10 p.m. minus a roof on one of its half-dozen cattle cars. A strong wind blew it away approaching Rivers, Man. The cattle were put into another car at Winnipeg.

They were comfortably installed in St. Boniface yards until 1:45 p.m. Oct. 8 for feed, water and TB needling. They are given "shots" in Winnipeg and a 72-hour reading taken on them in Toronto or their western Ontario destination, provided they can reach it in 36 hours from Hornepayne.

If they are tested before the sale and certified by a federal veterinarian they don't require retesting at Winnipeg.

The veterinarians needle as many as 90 cars a day in the rush season.

Veterinarians are said the cause of some delays in Winnipeg on weekends but they blame many delays on commission men who often hold the cattle waiting for a good market Monday.

Also on hand at Winnipeg was Duff Guild, CNR agricultural agent who showed us around the yards (the alleys were pretty soupy following a rain the night before but the pens were not bad), and Q. C. Pitt of the Livestock Protective Board, whose job is to see that cars are not overloaded and properly partitioned for mixed loads.

At 2 p.m. the next day we took off again for Hornepayne, 24 hours away. From Lewis, Man., to Redditt, under

the aegis of a friendly crew we were given a ride on the big diesel for 75 miles.

The diesel engines are smooth riding and we were surprised that we were able to converse with engineer Austin Miller and fireman Stuart Gendron without raising our voice.

Before we boarded the freight, it might be pointed out, we had to sign away our life to the CNR. It guaranteed only that if we fell off it would ship what pieces it could find — ship them at our expense.

At Hornepayne we found the feeding station in good shape, although the cowpuncher there was a bit bitter about what he called a "snooping Humane Society man from North Bay" who thought all the litter on the car floors should be cleaned out. Actually there was no more manure than the cattle would be standing in at home in the stable. All seemed to be getting enough feed and water. Half the 35 pens are under cover.

There were 10 cars of livestock to be fed, one load of whiteface steers consigned to Donald Geisel of Elmira having been put on at Winnipeg.

There was one casualty. A small calf in a mixed load of cows and calves going to a Montreal packing house lay dead on the car floor, probably crushed or smothered.

At Hornepayne we bid adieu to our charges and rode the cushions the rest of the way home.

If a farmer in Ontario pays \$18.75 for his cattle he can figure the western farmer received \$16 for them. From Saskatoon the freight is \$2.37 a hundredweight and to that may be added another 38 cents for water, feed, needling, commission and drover's profit.

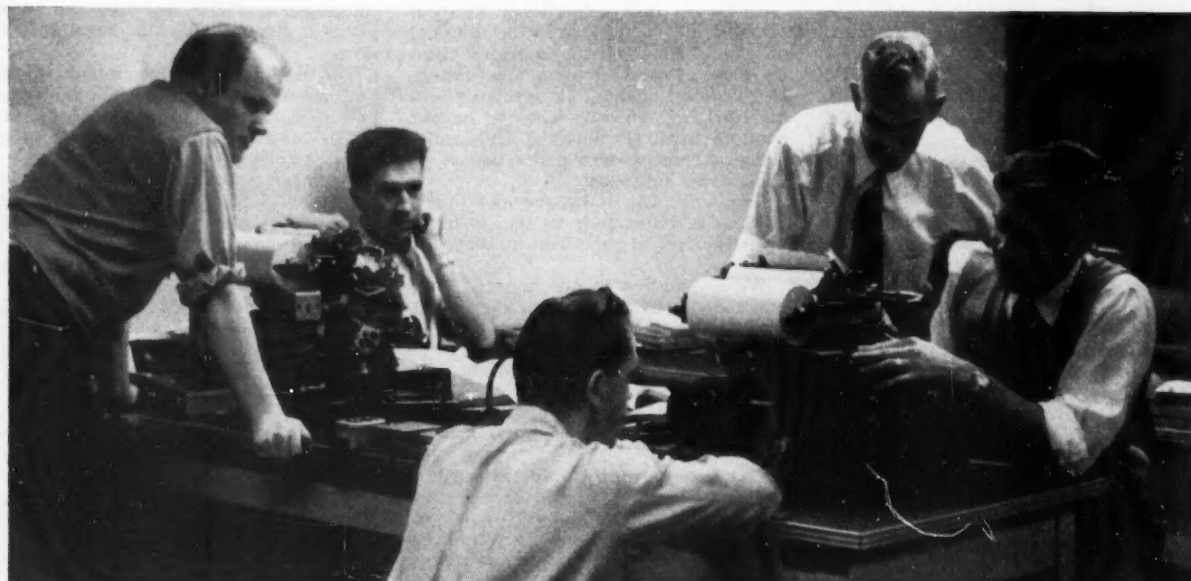
The freight is paid on off-car weights which means that if there is any shrinkage the railroad takes the loss. Freight must be paid on a minimum of 20,000 pounds a car on cattle over six months. Under six months the minimum is 16,000 pounds.



Home on the range these cattle live a leisurely life, living off the fat of the land to get in shape for a visit to the abattoir. Thousands of cattle are shipped from west to east each year.



To handle the shipments of cattle for eastern markets, CNR maintains stock pens at Winnipeg. Here they are fed, watered and inspected to make sure Canada's high standards are maintained.



Pictures by Bill Graham

Looking for "bugs" planted by his classmates, Bill Bullard, right, checks his machine under the eye of Earl Dowden, the instructor. Three other students look on as Bill took just 12 minutes to detect seven flaws.

Men of Many Parts

The high pressure business that needs the speed of Teletype also needs a trained team of technicians in case of breakdown. The CN Telegraphs team is put through a rigorous course to meet all service demands.

by Bill Graham

"WHEN they take on this kind of work, they're more than just technicians. They have to be part public relations men, part diplomats, with a little bit of salesmanship thrown in for good measure." The speaker, Jim Eaton, training supervisor for the Communications Department, was referring to the graduates of the maintenance school located in Toronto's Communications Building.

More specifically, the maintenance school is designed to train young men in the art of caring for the intricate and sometimes temperamental teletype machines, transmitter distributors, typing reperforators, stock tickers, dial tickers and Trans Lux tickers which flick messages across the country and around the world.

"It's pretty obvious that some very special training is required," Jim Eaton went on. "Canadian National Telegraphs' machines service the Toronto Stock Exchange. No machine is infallible, and you can visualize what would happen if one of these machines lay down and quit for even a few minutes. That's what we have to guard against, and that's where our training program comes in."

How are candidates chosen for the school? Mr. Eaton explained that the flow starts when vacancies in this field occur. Bulletins are sent out to all departments and applications are invited.

The next step is the preliminary exams, admittedly a "weeding out" process. There are two tests given during this phase. The first is a mechanical aptitude test, and the second is a basic electricity exam, known locally as the "40 Question Ordeal". Mr. Eaton assures that this latter is not quite as bad as it sounds. However, he did make it clear that the applicant should have more than just a nodding acquaintance with the principles of electricity.

The final step in the preliminary phase is the question of seniority. The qualifying applicants having the longest service with the company are given first consideration.

After he has passed his entrance exams, the candidate is subjected to a rigorous 13 weeks of intensive training, dealing with all the inner secrets of the teletype machines.

The training course is conducted by Earl Dowden of Toronto, one of the

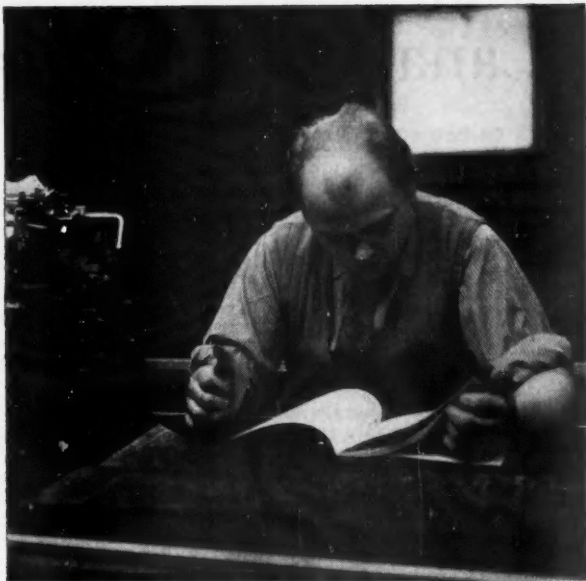
country's best informed men in his field. He is a tall, slender man with a quiet sense of humor and a genuine interest in his class.

Coupled to his teaching ability is a creative capacity which shows itself in many ways. One innovation, a switchboard which he designed, enables the students to connect directly to the building's teletype circuits for test purposes without leaving the classroom. The board also enables them to cut in to the teletype machines of the Stock Exchange on Bay Street to test the equipment there.

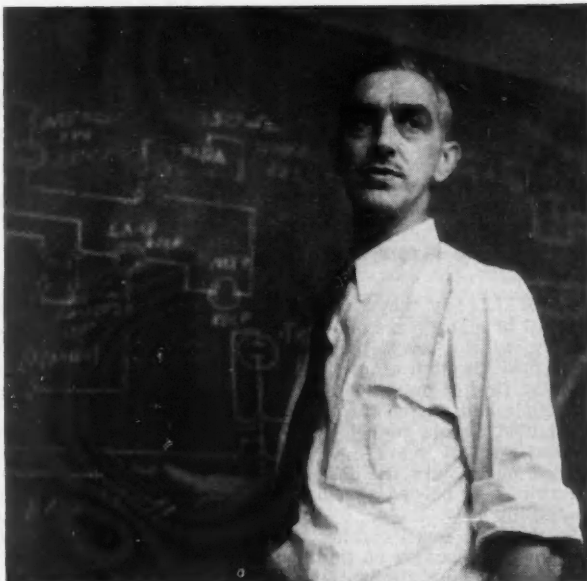
For each type of machine, Mr. Dowden not only works from manufacturers' bulletins and diagrams, but also uses visual aids such as slides, movies, and even the blackboard, which in this case is green.

The students must be thoroughly familiar with the principles of all machines before they are allowed to dismantle them. When they have finished, the students then completely test the unit before it is sent back into operation.

Candidates are subjected to written tests at the end of each unit study, as well as a battery of weekly quizzes.



Books, diagrams, machines, and endless hours of study are all part of the intensive training needed for the maintenance student. Helmut Schone pores over specifications of a Model 5 teletype.



Recognized as one of Canada's outstanding authorities on communications, Earl Dowden conducts the training school. He has designed special equipment to help young men learn the repair trade.

They are also given speed tests on "trouble-shooting" to determine their efficiency in locating breakdowns.

The students often give each other impromptu trouble-shooting exercises. The "victim" is sent out of the room to wait while his classmates thoroughly sabotage his machine. In five minutes more things happen to his unit than could possibly happen in five years of normal operation. Wires are unhooked or crossed, connections loosened, bits of paper are stuffed into the inner recesses, and just about everything conceivable is done to render the machine useless. The victim is timed on his performance. It generally takes less than 10 minutes for him to have the teletype clattering away as if nothing had happened.

"In a business where time is our most important factor," Mr. Dowden commented, "this sort of by-play has a very serious meaning for these men. Our clients expect speed as well as efficiency from the maintenance men. I can't think of a better form of training."

At the end of his training period, each student is placed with a regular technician for two to three weeks of on the job training. Mr. Dowden personally follows the progress of each graduate during this time.

Mr. Eaton had a word of praise for the preliminary testing procedures.

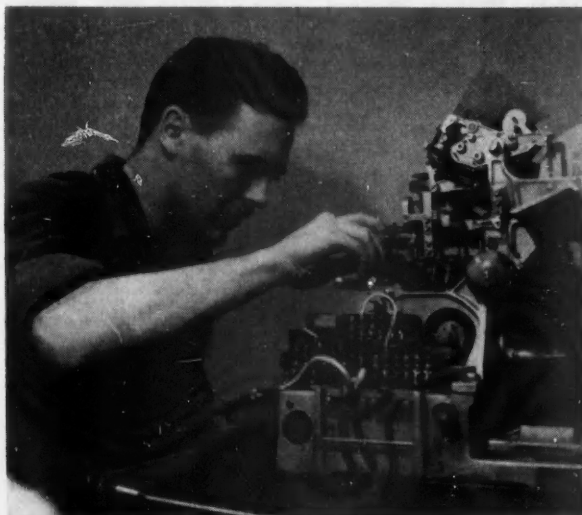
"There has been an extremely low percentage of failures due to a lack of technical knowledge," he said. "Nearly all of those applicants ap-

proved for the course have been graduated as fully trained technicians."

The school, one of six located in the communications building, opened at its present site in October, 1956. There are at present seven students enrolled in the training course.

Typical of these men is Gordon McFarlane, 24, of Scarborough. After his discharge from the Navy, Mac joined the CN communications department as a helper in an installer's group. He enrolled in the course at his first opportunity.

"I was afraid that this course would be tough," he said, "but I find I like it. I want to get into district maintenance near Toronto if possible. This kind of (Please turn to Page 14)



Students are required to become thoroughly acquainted with each unit before actual classroom work begins. Part of the learning is in actual adjustment of machines, which Bill Ford is doing.



Training is a co-operative as well as individual effort. Bill Bullard, left, and Gordon McFarlane tear down a teletype machine for operational study. Work is hard but trainees like it.

H. J. Symington... A Canadian Pioneer

At 75 this active CNR director can look back on two careers and forward to yet another as his birthday was marked by his appointment to the Privy Council, a singular honor seldom conferred outside the political field.

By Ainslie Kerr

A SMALL boy they called "Herbie", all of eight years old, was hoisted up by willing adult hands, given a final push through a hole in the earth, and the first of hundreds of thousands of people had passed through the just-completed Sarnia tunnel.

That was 67 years ago. As things turned out it was the last time that "Herbie" ever needed a push to pioneer something new.

In the next seven decades he was to become: a passenger on the first trans-Canada airplane flight; one of Canada's most prominent lawyers; the first president of the International Air Transport Association; a businessman who achieved the remarkable feat of completing a highly successful career in Western Canada, then another in the East; a director and president of Trans-Canada Air Lines; a director of Canadian National Railways; Canada's wartime Power Controller . . . and that doesn't nearly exhaust the list.

Holder of these distinctions, of course, is The Hon. Herbert J. Symington, C.M.G., Q.C.

The chances are that no one except Mr. Symington was surprised one recent morning when his telephone rang and Prime Minister St. Laurent informed him he had just been appointed a member of the Privy Council — an honor rarely accorded anyone outside the political field.

At 10 o'clock the same day Mr. Symington left his modest St. James Street office, went over to a fifth-floor board room on Montreal's McGill Street for a regular meeting of the CNR's board of directors, to find his colleagues ready to greet him with a mammoth birthday cake. It was a day that marked three quarters of a century in the life of one of Canada's most energetic sons.

Casual conversation with this veteran of Canadian affairs leaves one with the impression not of the curt, decisive demeanor sometimes expected of great business leaders but rather of simplicity, of sincere and honest self-effacement, and the sort of compassion for others that is expressed in action rather than words.

For 28 years — ever since he left his adopted home-town of Winnipeg to take up a new career in Montreal — he's been an "easterner" but the years have not diminished his love for the west.

It was the west and its people who won his heart and his head in the "hard days" following the First World War when the prairie farmer saw

wheat prices tumble from \$3 to 68 cents and with the prices went the means of paying for his land.

"I formed a great feeling," he'll tell you, "for those people who lived a hard, hard life on the prairies. They were wonderful people, and they still are."

He had started out in 1905 as a young man not yet 24 "to see something of my country," stopped off at Winnipeg and stayed for 23 years. "My assets," he recalled in 1929 when Winnipeg was saying farewell to him, "consisted of some education, a good name which had been bequeathed to me by my Scottish ancestors, and the hopes and aspirations of youth."

Sarnia was his birthplace, his father the late James Symington, banker and head of the Sarnia Steel Railway Co., who served for a time as mayor. Education was garnered at Sarnia Collegiate, University of Toronto and Osgoode Hall, where he took his law degree. His first brief connection with railroading came at Sarnia where, during vacations, he worked as a checker and made out waybills.

When he reached Winnipeg H. M. Howell (later Chief Justice Howell)

invited him into the firm to do some law reading. With a valuable apprenticeship served under both the late Chief Justice Howell and the late Chief Justice Mathers, he hung up his own shingle on Main Street opposite the City Hall, and became solicitor for the Grand Trunk Pacific Railway from 1906 to 1909. By 1918 he was a King's Counsel. Already a railway and freight rates expert, he represented all the western provinces in freight rate cases over the years, and soon became known throughout Canada.

But it was not only his business acumen and knowledge of law that won him respect and acclaim. When he was about to leave the west, the *Winnipeg Free Press* noted that it was in the "human and social side of the man" that one found the key to "an engaging personality that retained its charm while talking business with millionaires, swapping yarns with the boys in the Parliamentary Press Gallery at Ottawa, delving into the intricacies of the law before a row of learned judges, sitting in to a bridge game at the club, or blowing smoke rings, at which Mr. Symington is an expert. In all probability the Canadian



A surprise party, complete with birthday cake, was held in honor of H. J. Symington, CNR director, by his colleagues. From left, seated, are: Donald Gordon, chairman and president; Mr. Symington; Gordon McGregor, president of TCA. Standing: J. A. Northey; W. J. Parker; Hon. Wilfrid Gagnon; Ralph Brennan and N. J. MacMillan, executive vice president.

championship for blowing smoke rings passes from western to eastern Canada with the departure of Mr. Symington for Montreal."

The same editorial called him "one of the first-ranking Canadians" and added: "Lawyers and judges from one end of Canada to the other know him by name if not personally; he could have had parliamentary honors on a number of occasions; it is altogether probable that he could have climbed into a cabinet if his inclinations had run in that direction. . ."

By this time a self-confessed "dyed-in-the-wool westerner", Mr. Symington had resisted for a couple of years the blandishments of eastern businessmen to join them and it was finally Montreal's I. W. Killam who succeeded. The western career, with its constant travelling, had been pleasant but tiring and the move to Montreal had in it some hope of an easier pace and more family life. Mr. Symington accepted Mr. Killam's offer, became vice-president and general counsel of Royal Securities and director of a number of other large industrial enterprises including the International Power Company.

But the eastern career brought little rest with it and even greater personal achievements lay ahead. The aviation industry was getting out of its swaddling clothes and the country was soon to make greater demands on H. J. Symington than it had ever made before.

In 1936 he became a director of the CNR, and never missed a board meeting for the next 20 years.

A year later Rt. Hon. C. D. Howe, then Minister of Transport, called to ask him to serve as a director of TCA, then being formed. Mr. Symington's answer was typical: "Yes, provided you don't buy any airplanes before I get there."

Mr. Howe didn't quite take him at his word, and the first plane purchased was a Lockheed Electra. In July, 1937, the two men took off on the now historic "dawn-to-dusk" flight from Montreal to Vancouver. Mr. Symington's eyes light up with recollected mischief when he recalls the flight. "It was the darndest thing to do — we had no right to, you know."

There was no radio communication and in those days few air fields and they flew out of Montreal through rain and heavy cloud, passed the "point of no return" and went on "until we saw a hole in the clouds. We went down through it and there below were the tracks of the Transcontinental Railway which we followed to a landing at Gillies, Ontario." Some 17 hours, 10 minutes after their dawn take-off they were in Vancouver for supper.

It was an auspicious beginning. Ten years later, when he stepped down from the presidency of TCA after six years in that office, the air line could stand comparison with any in the world, and with it Canada and Montreal had become the world's air headquarters. Meanwhile he had been off to London, Havana, Chicago, repre-

(Please turn to Page 17)

Thompson's Retirement Recalls Tremendous Job

By Arthur Pratt

A MAN whose top-secret efforts in the cause of United Nations' victory in the Second World War earned him the gratitude of his mother country and the admiration of all under his command has retired from the Canadian National Railways in Newfoundland.

Robert Thompson, O.B.E., came from Newcastle-on-Tyne to join the staff of the Newfoundland Dockyard in 1919, and he had been superintendent there since 1934.

During the last war he and his men were in the front lines of the Battle of the Atlantic, and their almost superhuman efforts resulted in no less than 2,000 ships being repaired and sent out to continue the fight. For his services, Mr. Thompson was decorated with the Order of the British Empire.

In 1919, Mr. Thompson was employed with the famous shipbuilding firm of Swann, Hunter in England, and was present when that company launched two well-known Newfoundland coastal steamers, the "Lintrose" and "Kyle". Attracted by the young Scotsman's ability in ship repairing and engineering was W. C. Harvey, then dockyard superintendent with the Reid Newfoundland Company. At Harvey's request, young Thompson agreed to come to Newfoundland. It was a big step for the Tyne-side worker, and he remembers that his first reaction was — "Where's Newfoundland?"

He says he has never regretted his early choice. He has found Newfoundlanders co-operative workers and likable people; he has lived among them through years of depression and prosperity and war; he has become one of them, and his years in the Island have been full and satisfying ones.

Of the Dockyard's war effort, Mr. Thompson says he believes that Newfoundland as a whole, and St. John's workers, in particular, have never been given full credit for the tremendous job they did. He recalls that the Dockyard staff was increased from 180 to 650 men; ships were being torpedoed almost at the dock gates; and the contribution of the workers to the continuance of the Atlantic lifeline was incalculable.

As an example of the "impossible" jobs performed he recalls the tanker "San Felix", torpedoed off Newfoundland while carrying vital fuel supplies. The ship was 69 feet 8 inches wide, and the Newfoundland Dockyard measures just 70 feet from side to side. Incredibly, the ship was manoeuvred into the graving dock with just four inches to spare, and sent back to sea as good as new!

He has other grim memories of that back-breaking and often heart-breaking struggle. The tanker that was

towed in with just two of its crew of 70 alive—the rest just piles of charred bones on its decks; the mangled bodies that his men had to remove from the engine rooms of so many ships; the day the Newfoundland ferry "Caribou" was torpedoed, with the loss of many of his friends; and, the most fantastic experience of all, the hospital ship crowded with 300 mental patients, none of whom could be taken ashore while the ship was docked and the men working on it. (He solved that particular problem by partially flooding the dock and having the men work on floating stages.)

Mr. Thompson is proud of the record



Robert Thompson

of his workers. "The O.B.E. was given to me," he says, "but it should properly have gone to the men of the Dockyard."

So important did the Lords of the Admiralty consider Mr. Thompson's own war work that when he travelled he did so under an all-enveloping cloak of secrecy and under constant guard. He recalls ruefully that it became rather inconvenient at times, such as when he would attempt to telephone his wife to explain his presence in some other part of the world, only to be sternly told that nobody, absolutely nobody, must know where he was. In Scotland one year, impatient to return to his beloved Dockyard, the only satisfaction he could get was the information that the ship on which he would be sailing would have more than two funnels. (It turned out to be the "Queen Mary".)

During Mr. Thompson's time in Newfoundland, the Dockyard has been completely rebuilt. The old dock,

(Please turn to Page 15)

Men of Many Parts

(Continued from Page 11)

work is right up my alley, and it looks like I'm going to do it."

Besides Gordon, there are other students with varied CN backgrounds. Mr. Dowden says he has taught the art to clerks, helpers, messengers and many others.

Mr. Eaton summed up the importance of the training program like this:

"Every week that goes by brings with it something new in the way of machines and equipment. This is a highly competitive field, and we have

the choice of keeping constantly abreast of developments or falling far behind. More and more railroads are switching to the teletype. The Morse key is fast becoming a thing of the past. We have to have an up-to-date, flexible program to train our technicians."

The goal of the course is a fully trained technician capable of performing his work with the greatest possible speed and efficiency. Because of the importance of his job, both to the company and to the customers he serves, the telegraph equipment maintenance man must be a very special breed.

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Life On Head End Tells Human Yarn About Railroading

FORTY-FOUR years of railroad service and a natural flair for writing have been combined to produce one of the most readable railroad books ever turned out of a print shop. In "Life On The Head End", Percy Miller Adams has created a work that takes the reader right into the cab with him.

Often humorous, with a tinge of bitterness in spots, the book traces a series of events in the life of a young "wise guy" who grows to become a respected member of the community and, eventually, achieves his ambition of taking over the throttle on his own locomotive.

It's a book that breathes railroading and should interest railroaders. The man who wrote it, Percy Adams, is a big man with a shock of white hair, deep intense eyes and the weather-beaten complexion that marks an outdoorsman.

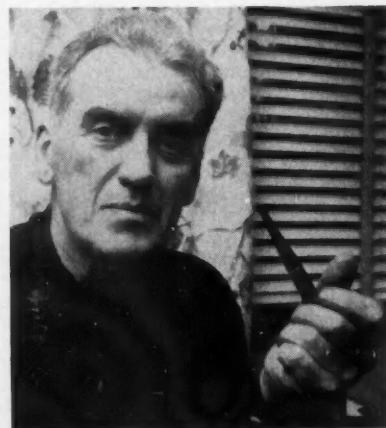
He has been writing for years and his stories have appeared in many publications and all have the authenticity that can come only from personal experience with his subject.

Born on a farm near Alida, Saskatchewan, in 1894, Mr. Adams forsook an agricultural career for railroading when he started with the Grand Trunk at the age of 18.

A double-barrelled success, both as an engineer and author, Mr. Adams has some definite views on writing:

"There are at least two types of stories," he tells us. "There is the boy-meets-girl variety which finds a large and receptive market, and is consequently turned out on a production-line basis. Then there is the story based on something that the author feels very deeply about; perhaps a particular way of life, and this latter is what I have tried to concentrate on.

"The steam locomotive," he continued, "is a unique beast which brought



Percy M. Adams

with it an equally unique way of life. My purpose (if one must have a purpose for writing) has been to record this facet of life in what I hope will be a more or less permanent form."

Mr. Adams has been writing — in one form or another — for almost as long as he can remember. Words have always fascinated him, and though he has never had any formal training in the field, constant practice taught him what he needed.

The result, collected in the book "Life on the Head End", represents much of the best work of P. M. Adams.

War Work Now Full Time Job For Ottawa Miss

By Caroline McGinn
Ottawa Citizen Social Writer

A YOUNG Ottawa woman with a shy smile and a quietly-efficient manner has probably brushed shoulders with more great men and women than any woman of her age on this continent.

She is Agnes Sword, who, during the war years, became general clerk at the Chateau Laurier Hotel, Canada's most cosmopolitan hotel.

Since that time it has been all in a day's work to arrange accommodations for diplomats, parliamentarians, entertainers, artists, authors and what have you, from all over the world.

And she has loved every minute of it. She says, "Once you have worked at a hotel you don't want to work anywhere else."

Miss Sword is the only woman in Ottawa and one of the few anywhere who holds the position of general clerk in a hotel. Before the Second World War most hotels hired only men for their office staffs, and female staff members are still in the great minority.

Being general clerk requires Miss Sword to be both a secretary and a

manager. She assists the general manager in planning large conventions and booking accommodations for hundreds of people at a time, and she supervises the work of the office clerks.

During the 14 years she has worked at the Chateau Laurier Miss Sword has had many amusing experiences and at least one which, she says, "frightened her to death."

The latter occurred during the war when a man, whom she had never seen, asked for the key of another person's room. When Miss Sword began questioning him he left abruptly. The occupant of the room told her later that he had highly secret documents in his room, and he thanked her with a pair of nylon stockings almost every week, no mean gift in those days.

Born in Swords, a small Ontario village named after her grandfather, Miss Sword moved to Ottawa with her family when she was seven, and received her high school education at Lisgar Collegiate.

Outside of her job, Miss Sword's greatest interest is fishing, and she does so at every opportunity — when time and the weather permit.

Adjutant General Praises GTW

THE following letter of thanks from Major Gen. George C. Moran, adjutant general of Michigan, has been received by Francis A. Gaffney, vice-president and general manager of the GTW:

"Michigan national guardsmen are settling down to the routine of another training year following their completion of a very successful field training period.

"Field training 1956 involved a total of 12,444 officers and men, or 95.13 per cent of our assigned strength, at five separate sites.

"This excellent attendance record is a direct reflection of the liberal military leave policies established by you and other employers like you. The wholehearted co-operation of employers who permitted our Michigan Army and Air National Guardsmen to attend field training without loss of regular vacations or pay enabled us to achieve this enviable record."

"Again, on behalf of all Michigan Army and Air National Guardsmen, I sincerely thank you for your continuing support of our efforts to build and maintain a strong Michigan National Guard."

Thompson

(Continued from Page 13)

which was built of wood in 1884, was replaced in 1924 with a modern graving dock of concrete construction. The machine shops were rebuilt during 1927-28, and all machinery has been renewed, so that CNR now operates a

dockyard that is well equipped to handle repairs to any sort of ship, as well as repairs to steam and diesel engines, boiler repairs, and the considerable amount of work that is done for local industrial plants. It is, in fact, the largest repair plant in Newfoundland at this time, employing an average of 220 workers.

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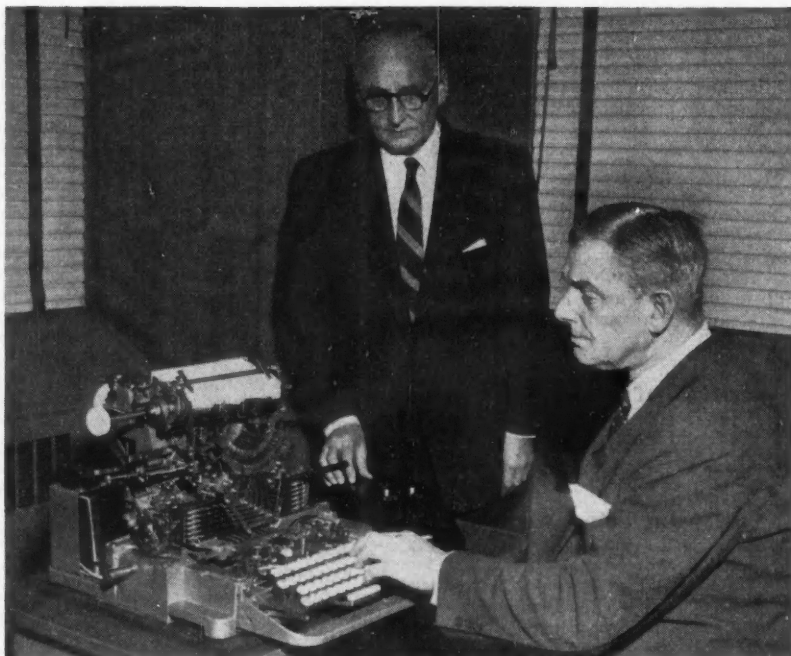


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Canada's newest link with the rest of the world is discussed by J. R. White, CNTelegraphs general manager, right, and D. H. Hawley, chief of commercial operations for CNT.

New System Speeds Business

A NEW Canadian National Telegraphs service is now speeding Canadian business with the United Kingdom and Europe. Known as the International Teleprinter Exchange System, the new service provides businessmen with fast and direct written communication.

Using a machine similar to the standard teletype, Canadian business concerns can now communicate directly with offices overseas. Messages sent by this system have two advantages—first, they are transmitted instantly contact is made, and secondly, there is a permanent record that may be filed and referred to at any time.

Participating in the service with CNT are Canadian Pacific Telegraphs, Canadian Telecommunication Corporation, the Commercial Cable Company and the Bell Telephone Company of Canada.

In operation, the Canadian subscriber will be supplied with a teleprinter that has a built-in dialing system. By dialing the appropriate number, connection will be made with the C.O.T.C. or Commercial Cable switchboard.

When this has been done the international operator in Montreal will then connect the caller with the overseas point desired. When connection has been established, the Canadian subscriber simply types his message on the teleprinter unit and it is simultaneously reproduced on the European machine.

A particular advantage of this new

system is that it is available 24 hours each day. Despite the difference in times between Europe and Canada, a message may be sent from this country to Europe even after the European firm may have closed down for the day. The automatic receiving devices record the message ready for use when business starts again the next day.

To protect against dialing "wrong numbers", each unit has an answer-back device. This insures that the message is sent only to the station dialed. Each station has a code name which is included in each message. This automatically excludes all other stations from reception of the message.

Speed isn't the only advantage of the International Teleprinter Exchange System—economy also enters the picture. Rated on a basis similar to long distance telephone where charges are made on time of transmission rather than by number of words per message, messages to UK and Europe will be sent for a minimum of \$9.00 for the first three minutes plus \$3.00 for each additional minute.

In addition to the international service, subscribers may also dial directly to CNT for telegram or cablegram service to any point in the world. The subscriber can also receive telegrams or cablegrams over the same circuit.

The first Canadian stations in operation are at Toronto, Ottawa and Montreal. Outlets are planned for Hamilton, Winnipeg, Calgary and Vancouver in the near future.

H. J. Symington

(Continued from Page 13)

sending Canada at air conferences; helping with the organization of IATA and of the International Civil Aviation Organization; acting as adviser to the Department of Munitions and Supply; serving as Power Controller, member of the U.S.-Canada Raw Materials Board and of the War Control Board throughout the war. Honors for this king-sized contribution came in 1944 when the late King George VI named him a Companion of the Most Distinguished Order of St. Michael and St. George.

Railroading, says this man of proficiency in so many fields, has still a great deal to offer the young man seeking a career.

"Our railroads are the biggest business in Canada and probably always will be. No country in the world is so dependent on its railroads. Canada could not have come along so far, progressed half so quickly, if her railroads had not been over-extended in earlier days."

At 75, Mr. Symington is still at work, though he admits that sometime in the future he might like to retire. For the present, he manages to take time out for leisure. His summer home at St. Patrick, Quebec, incidentally, was once Sir John A. Macdonald's.

Mr. Symington was married in 1910 to Evelyn Fay Christie, of Ottawa, and they have two daughters. Severest wartime blow came in 1945 when his only son, Capt. James Symington, was killed in action.

It was of "H. J. Symington: Public Servant" that *The Ottawa Journal* said, in 1947: "There are cynics and scoffers who assure us that there is no such thing as unselfish public service, that materialism governs everything, that all men have their price. They might study the case of H. J. Symington."

Cavaliers

(Continued from Page 3)

in unusual instances, and in the seven years since the inception of the Court of Courtesy, only 31 employees have been so honored. Those now on the Court roll are: Joseph Opocich, brakeman, Nichols Yard, Battle Creek; R. C. Corp, engineer, Detroit; L. L. Morgan, ticket clerk, Port Huron; R. C. Grosvenor, operator-clerk, Owosso; Roy S. Coffman, city passenger agent, Detroit; F. W. McMullen, superintendent of Lake Michigan Car Ferries, Milwaukee (now retired); Mel Haughton, night ticket agent, Pontiac; George C. Johnson, freight traffic representative, Lansing; W. A. Eddy, superintendent, Detroit terminal; A. A. Finch, conductor, Battle Creek; George F. Boyd, brakeman, Durand; John Noble, section man, Lansing; A. L. Wells, conductor, Detroit; A. A. Draves, retired car inspector, Stillwell, Ind.; G. D. O'Brien, city passenger agent, Chicago; E. D. Parker, yard foreman, Battle Creek; J. C. McLaughlin, switchman, Battle Creek; T. W. Trembath, signal maintainer, De-

troit; William Gibb, conductor, Detroit; Robert Gruner, brakeman, Ferndale; Charles J. McCann, machinist, Port Huron; Charles H. Hamilton, ticket Clerk, Lansing; G. L. Clark, agent, Saginaw; P. B. Clark, general agent, Freight Department, Saginaw; Michael Wagner, relief engineer, City of Milwaukee; Robert Johnson, lookout, City of Milwaukee; William Carr, conductor, Detroit; Mark Willis, brakeman, Port Huron; Harry Hamilton, night station baggageman, Flint; P. O. Beale, conductor, Port Huron and Robert Berg, ship's clerk, City of Grand Rapids.

Numerous approbations of the Court of Courtesy as a means of stimulating good will between employees and customers of the railroad have been re-

ceived from presidents of U.S. roads. Wayne A. Johnston, president of the Illinois Central has written: "Recognition of courtesy such as that of your folks as described in this special feature pays handsome dividends, and I congratulate you on having such courteous folks in your railroad family."

The president of the Milwaukee Road said, "This is a very interesting program that should make every member of your organization courtesy conscious at all times."

Among other favorable comments received was that of the president of the Monon Railroad, who said, "This is a very interesting and highly original idea, which should be productive of fine results."

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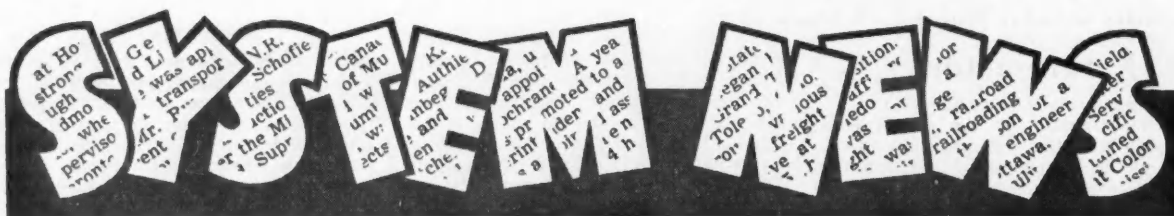
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| <input type="checkbox"/> Carmen | <input type="checkbox"/> Diesel Machinist |
| <input type="checkbox"/> Diesel Locomotive Maintainers | |
| <input type="checkbox"/> Diesel Locomotive Special | |
| <input type="checkbox"/> Electrical Maintainers — Diesel Electric | Other |

Name
Address
City Province



Railway items and pictures are invited from employees and pensioners. Such material should be sent to the Canadian National Public Relations Representative in the region in which the employee is located, and received by that representative not later than the 5th of the month for publication in the following month's issue of the Magazine.

These representatives are: D. V. Lacombe, Moncton; John C. Noel, Room 612, 131 Front St. W., Toronto; J. H. Fountain, 650-5th Avenue, New York City 20, N.Y.; A. A. Manson, 105 West Adams Street, Chicago 3, Ill.; J. A. Skull, Winnipeg; G. S. Towill, Vancouver; W. A. Howard, 93 Sparks St., Ottawa; E. F. Humphries, 17-19 Cockspur St., London S.W.1, England.

Poetry and fiction not accepted. Death notices are confined to an obituary published on the last page of this section.

N. BARRETT has been named supervisory agent at Truro, N.S.

Born in Westville, N.S., Mr. Barrett joined the railway there in 1912 as a clerk in the operating department, and in 1916 moved to Trenton, where he subsequently worked as clerk and operator, night operator, and relieving agent.

He went to Truro in 1937 as ticket agent, the position he held at the time of his present appointment.

V. J. BENNETT has been appointed assistant manager for CN Telegraphs at Ottawa.

A native of Montreal, Mr. Bennett attended public schools and Sir George Williams College there and joined CNT in 1931. He held various positions with the company until 1948 when he was made commercial representative, moving to Ottawa as chief clerk in 1956.

W. L. BRENTON has been appointed general agent for the CN Express at Regina.

Mr. Brenton was born at Scott, Sask., and began work with the Canadian National Express in 1932 as a clerk at North Battleford. He later served as a train messenger, cashier and foreman before becoming agent at Melfort in 1949. He advanced to a similar position at Prince Albert in 1953 and, two years later, was promoted to traffic supervisor at Regina.

P. R. GAUDET has been appointed rule examiner at Vancouver.

Mr. Gaudet is a native of Bruce, Alta. He entered CNR service in 1944 as a Morse operator in the com-

Promotions and Appointments

LISTED IN ALPHABETICAL ORDER

munications department at Edmonton. He transferred to the operating department in 1946 as an operator and advanced to dispatcher at Kamloops in 1951, also holding this latter position at Calgary and Dauphin until his present promotion.

F. A. GOUGE has been named regional rule instructor at Winnipeg.

Mr. Gouge was born at Quebec City and joined the CNR at Sioux Lookout, Ont., in 1934 as a call boy in the motive power department. He transferred to the operating department in 1939 as a trainman, and enlisted with the RCNVR in 1942. He returned to the CNR in 1945 and shortly afterwards was promoted to conductor at Sioux Lookout, from which position he now moves to Winnipeg.

FREDERICK HALDANE has been appointed supervisor of enginemen for the western region, with headquarters at Winnipeg.

Born in Winnipeg, Mr. Haldane was educated at Kenora, Ont., and began his CNR career in 1918 as an engine wiper at Winnipeg. He later served as a locomotive fireman at various points in Northwestern Ontario, Manitoba and Saskatchewan before becoming a locomotive engineer at Winnipeg in 1947. The following year, he advanced to road foreman of engines,

first working out of Winnipeg and later out of Port Arthur. He was promoted to master mechanic at Edmonton in 1952.

C. A. HARRIS has been appointed assistant director of public relations at headquarters in Montreal.

A. L. Sauviat, who has been an assistant director since 1954, will continue to serve in that capacity, specializing in the planning and supervision of the railway's advertising and display program.

Mr. Harris, who entered the CNR in 1952 as assistant to the director of public relations, was born and educated in Toronto. He began his career in 1937 as a reporter for the Toronto Globe and Mail and worked there until 1941. Following wartime service as a pilot in the RCAF, he enrolled in the University of Toronto, graduating with an honor B.A. in modern history.

F. R. HETHERINGTON has been named export and import representative at Montreal.

A native of Dublin, Ireland, Mr. Hetherington joined the railway in 1929 as a clerk-stenographer in the passenger department at Montreal. In 1951 he transferred to the freight department as supervisor in the division agent's office. Subsequent developments in a railway career spent entirely in Montreal were his ap-

pointment first as export and import representative, then as freight traffic representative. Since 1954 he has been assistant chief clerk in the foreign freight department.

FRANK HUGHES has been appointed foreman in charge of the CNR grain elevator at Saint John, N.B.

A native of Minto, N.B., Mr. Hughes entered the railway service in 1923 in the operating department at Saint John, and held various positions in that office until his appointment as chief clerk in 1946. In 1956 he was made acting grain elevator foreman, in which position he remained until the time of his present promotion.

R. B. KENNEDY has been named chief clerk to the general superintendent of the sleeping, dining and parlor car department at headquarters in Montreal.

Mr. Kennedy was born at Glen Nevis, Ont., and entered the SD & PC department as junior clerk at Montreal in 1944, serving in various clerical capacities on the Quebec district until 1954, when he was transferred to headquarters.

T. A. KERR has been appointed manager of the system news bureau of the public relations department at Montreal.

Mr. Kerr, a graduate of St. Francis Xavier University, Antigonish, N.S., and Ottawa University, is a former member of the editorial staff of the Ottawa Journal. He joined the CNR as a general writer in the public relations department and for the past year served as supervisor of press and radio news.



C. A. Harris



F. Hughes



R. B. Kennedy



C. H. Lovers



R. C. Macklin



H. F. McAuley



H. F. Murray



D. S. Neilson



J. W. Noel



L. C. Plegler



R. G. Robson

F. R. LALONDE has been appointed master mechanic at Prince Albert, Sask.

Mr. Lalonde was born in Port Arthur, where he began his CNR career as a locomotive fireman in 1920. He later worked out of Hornepayne, Prince Albert and Sioux Lookout, and enlisted with the Royal Canadian Engineers in 1942. He returned to the CNR in 1946, when he became a locomotive engineer at Port Arthur, and was promoted to road foreman of engines there in 1952.

J. A. LAMEY has been appointed acting trainmaster at Truro, N.S.

Mr. Lamey, a native of New Glasgow, joined the CNR in 1937 as a brakeman at Sydney. He served with the Royal Canadian Air Force for four years, returning to the CNR at Sydney late in 1945. In 1952 he was appointed general yardmaster at Sydney, and in 1956, went to Bishop's Falls, Nfld., as acting trainmaster.

C. H. LEVERS has been appointed freight transportation inspector for the western region, with headquarters at Winnipeg.

Born in Huntingdon, Que., Mr. Levers was educated at Saskatoon and Winnipeg, and joined the Canadian Northern Railway in 1918 as a messenger in the superintendent's office at Fort Rouge. He transferred to the transportation department in 1921 where he held various clerical positions, being promoted to chief clerk in 1942.

R. C. MACKLIN has been appointed superintendent of the CNR dockyard at St. John's, Nfld.

Mr. Macklin is a native of Portsmouth, England. He received his early education at St. Jude's School, Portsmouth, and is a graduate of Greenwich Naval Academy in London. He came to Newfoundland in 1915 to join the railway as a marine engineer, and from 1917 to 1919 served with the Royal Newfoundland Regiment as a signaller.

S. W. MARTIN has been appointed agent for the CN Express at Shelburne, N.S.

Mr. Martin is a native of Glace Bay, N.S., and joined the CN Express as a motorman following demobilization

from the Canadian Army, in which he served three years. He was made general clerk at Edmundston in 1947 and express train messenger there in 1950. At the time of his new appointment, he was foreman at Truro, where he went in 1952.

H. F. MCAULEY has been appointed general agent for the Canadian National Express at Vancouver.

Born in Lyn, Ont., Mr. Neilson joined the Canadian National Express in 1919 as a clerk at Edmonton following war service with the Royal Canadian Navy. He later served in other capacities at various points in the west before becoming cashier at Edmonton in 1942 and, later that year, chief clerk at Saskatoon. He was promoted to agent at Portage la Prairie in 1943, and chief clerk in the superintendent's office at Edmonton in 1951. He advanced to traffic supervisor in 1954, and received two other promotions that year as agent and general agent at Regina.

T. A. B. McELMON has been appointed assistant superintendent of the Edmonton division, with headquarters at Edmundston, N.B.

Mr. McElmon was born at Lower Onslow, N.S., and joined the freight department of the CNR in 1940 at Truro. He became a locomotive fireman later in that year, locomotive engineer in 1943, transportation assistant at Halifax in 1955, and later served as assistant superintendent at Bishop's Falls, Newfoundland.

J. R. MILLER has been named supervisory agent at Newcastle, N.B.

Mr. Miller was born in Nash Creek, N.B., and joined the railway there as an operator in 1916. Following service overseas with the Canadian Expeditionary Force, he rejoined the company in 1919 and served as operator at Bathurst, McGivney, Fredericton, Moncton, Eel River, Newcastle, Jacquet River, Amqui, and as agent at Grande Anse before going to Loggieville in 1950 as agent, the position he held at the time of his latest promotion.

H. F. MURRAY has been appointed supervisor of car assignments for the sleeping, dining and parlor car department at headquarters in Montreal.

A native of Montreal, Mr. Murray entered the service there in 1942. After serving in the RCAF for two years

and being demobilized with the rank of flying officer, he returned to the railway in 1945, and was named chief clerk to the general manager of the SD & PC department in 1953.

D. S. NEILSON has been appointed general agent for the Canadian National Express at Vancouver.

Born in Lyn, Ont., Mr. Neilson joined the Canadian National Express in 1919 as a clerk at Edmonton following war service with the Royal Canadian Navy. He later served in other capacities at various points in the west before becoming cashier at Edmonton in 1942 and, later that year, chief clerk at Saskatoon. He was promoted to agent at Portage la Prairie in 1943, and chief clerk in the superintendent's office at Edmonton in 1951. He advanced to traffic supervisor in 1954, and received two other promotions that year as agent and general agent at Regina.

J. W. NOEL has been named assistant superintendent of the CNR dockyard at St. John's, Nfld.

Mr. Noel was born at St. John's, and is a graduate of Springdale St. School, Prince of Wales College, and Memorial University. He joined the railway in 1936 as a machinist fitter and draughtsman, and in 1955 was appointed general foreman and estimator of the dockyard. During his time there, he has taken courses in mechanical engineering, naval architecture, diesel engines, and practical electricity.

W. O. PHILION has been named master mechanic at Edmonton.

A native of Ottawa, Mr. Philion joined the CNR in 1911 as an engine wiper at Dauphin, Man. He later served as a locomotive fireman at various points in the prairie provinces before being named train auditor at Edmonton in 1917.

Mr. Philion returned to road service in 1921 and advanced to locomotive engineer in 1923. He was promoted to road foreman of engines in 1952 and master mechanic at Prince George, B.C., in 1954. Last April, he was appointed to a similar position at Smithers, B.C.

J. O. PITTS has been appointed assistant regional transportation engineer, with headquarters at Winnipeg.

A native of Yorkton, Sask., Mr. Pitts joined the CNR in 1945 as an operator at Rose-town. After serving as operator at a number of points on the Saskatchewan district, he became relieving dispatcher at Prince Albert in 1948. He was promoted to dispatcher there in 1955.

During his career with the CNR, Mr. Pitts was given leave of absence to obtain an electrical engineering degree at the University of Saskatchewan.

L. C. PLEGER has been named auditor of disbursements of the Grand Trunk Railway with headquarters at Detroit.

Mr. Plegler entered GTW service as a mail clerk in the revenue department at Detroit in 1923 and after several promotions became traveling accountant in 1940. He was named general accountant in 1950 and has been disbursements accountant since 1955.

R. G. ROBSON has been named auditor of revenues for the Grand Trunk Railway with headquarters at Detroit.

Mr. Robson first came to the Grand Trunk as a clerk in the revenue department at Detroit in 1925 and has specialized in mechanized accounting. In 1955 he was appointed machine methods analyst.

R. C. ST. PIERRE has been made regional inspector of train despatching at Winnipeg.

Born at Munson, Alta., Mr. St. Pierre began work with the CNR in 1943 at Camrose as a checker in the operating department. He later served as assistant agent, operator, agent and dispatcher at various points in the Alberta district.

MERLE SEREDA has been appointed chief clerk in the CN Telegraphs at Ottawa.

Mr. Sereda was born and educated at West Bend, Sask., and joined Canadian National Telegraphs as a clerk at Sudbury. He transferred to Ottawa in 1949 and then moved to Montreal as commercial clerk in 1952, from where he now returns to Ottawa.

J. J. THORNTON has been appointed assistant to the director of public relations at headquarters in Montreal.

Mr. Thornton, who joined the railway in 1929 and has a wide experience in public relations through postings at Vancouver, Winnipeg, Toronto and Montreal, will undertake a number of special assignments in his new duties, with special emphasis on community relations.



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Around the DEPARTMENTS

NEW CNR BOX CAR IS VERSATILE

The third new type of freight car to be developed by Canadian National Railways in the past year has undergone its first tests at Montreal.

The "all-purpose" boxcar is designed to provide door openings varying from 15 feet 6 inches (for easy merchandise loading with fork-lift trucks), down to 5 feet 8 inches (for grain traffic).

Resembling an ordinary boxcar from the outside, this car has movable side-wall sections on the inside. Large folding panels on heavy hinges convert the side openings in a few minutes.

For grain traffic, the maximum allowable door opening is six feet, enabling special hardwood grain doors to be fitted to prevent leakage en route. At large freight sheds, industrial plants and warehouses where fork-lift trucks are used extensively in loading and unloading, the wide door opening is more convenient.

The prototype all-purpose car recently carried its first load of grain from Midland, Ont., to Montreal successfully, and now is being tested in merchandise service.

Earlier this year CNR introduced the pilot model of a new pulpwood car with a 70 per cent capacity increase over older type cars, and more recently we placed 25 double-deck automobile transporters, a North American "first", in service.

RAIL SKI TRAVEL HEAVY THIS WINTER

Popularity of the Stowe-Mansfield-Mad River Glen winter sports area of Vermont continues to grow in southern New England and New York, said Walter J. Regan, general passenger agent of the Central Vermont Railway, in announcing the operation of extra sleeping cars for skiers all through February.

In addition, the popular "Ski Chalet" car service has been re-established for week-end travel between New York and Waterbury, gateway to the ski areas. This is a dormitory car accommodating 25 persons and is usually chartered each week-end by private groups.

CHRISTMAS PARTY AT BATTLE CREEK

The Grand Trunk Veterans' Club of Battle Creek marked Christmas with a turkey dinner, served to 153 members and guests.

Following the dinner the veterans were entertained by a magician, and by singers, recitationists and dancers. Alex Nimmo was in charge of the musical program; James Kidney, chaplain of the Battle Creek veterans, gave the invocation; Howard Cosgrove acted as MC and the Rev. Leslie Bailey closed the program with a vocal rendition of the Lord's Prayer and the Benediction.

Among the visitors were Harry Sanders, general su-

perintendent, Detroit, and Mrs. Sanders; Arthur Selbee, superintendent of motive power and car equipment, and Mrs. Selbee; A. G. Thernstrom, superintendent, and Mrs. Thernstrom; and Glen McDonald, passenger agent, and Mrs. McDonald. Also present were veterans from Detroit, Pontiac and Durand.

A MILLION TONS OF ROCK WILL ROLL

More than one million tons of crushed-rock ballast will be supplied to the CNR during the next four years from a giant quarry development being built by Rayner Construction Limited at Folly Lake, between Truro and Amherst on the Montreal-Halifax main line.

The ballast will be used mainly in a program of road-bed improvement between Moncton, Truro and Halifax, and between Truro, New Glasgow and Sydney.

J. E. ROBERTS ELECTED DISTRICT SECRETARY

John E. Roberts, general car foreman at Halifax, has been elected district secretary of the Canadian Government Railway Relief and Insurance Association there. He succeeds James J. Gibson, who has retired. Presentations to Mr. Gibson in appreciation of his years of service were made during a recent meeting of the Association by J. A. Salterio, general agent at Halifax, and by committee chairman R. J. Stuart on behalf of the district committee.

B.C. FIRST AID AWARDS

Car Foreman J. A. Balance, at Port Mann, has presented awards to the following: (certificates) — Mrs. O. G. Haines, R. H. Wiffin, and F. G. Woodland; (vouchers) — M. K. Duncan, W. E. Manzer, J. W. Law, and W. R. Harradine; (medallions) — A. J. Duncan and Charles Mooney; (labels) — V. H. Jackson, R. A. Matts, Gerald Sampson and D. G. Anderson.

Locomotive foreman J. Carrigan spoke briefly in support of first aid work and the class instructor, D. G. Anderson, was present.

Syd Harper, first aid supervisor for the Alberta and B.C. districts, presented the following awards at Prince Rupert: (certificates)—A. S. McFadden; (vouchers) — R. B. Tymchuk; (medallions) — C. W. Berg; (labels) — L. W. Sears, C. A. Clegg, William Spark, A. E. Blackhall, P. A. Bond, and W. N. Armstrong.

Attending the presentations were locomotive foreman C. McCarthy and instructor W. N. R. Armstrong.



St. Johns News photo

SPELLBINDER—Proving once again that a pretty girl can be smart, too, Eileen Kemp, department of road transport, has won the National Office Management Association's Spelling Proficiency Certificate in a spelling contest for grades 9, 10 and 11 in Montreal high schools. Now everyone who wants to know whether it's "tar-rif," or "tar-riff," or "tariff" just gets on the phone and asks Eileen.

GTW NEWS NOTES

Norman J. MacMillan, Q.C., executive vice president, Montreal, has been appointed a director of the Grand Trunk Western.

Alex Baillie, chief clerk in the GTW freight department at Flint, Mich., has been named to the board of directors of the Flint Traffic Club.

The 900-member Chicago Traffic Club has elected Ray T. Lynott, city passenger agent, as president for the coming year.



BRIDGE AND BUILDING FOREMEN from various divisions on the western region are taking a training course at Winnipeg under the joint sponsorship of the railway and the B.M.W.E. The foremen are seen working on a model roof frame designed to incorporate all the framing normally found in this type of construction. From left, W. Deardon, Saskatoon; C. Eccles, Winnipeg terminals; M. Billey, Edmonton; B. Middleton, Vancouver terminals; H. R. MacDonald, Portage-Brandon; W. H. Young, Lakehead; C. H. Foreman, Smithers; J. J. Donnelly, Port Arthur, and G. H. Lindberg, Prince Albert.



Dauphin Herald & Press photo

PORTRAIT of Her Majesty Queen Elizabeth II was painted by William Statham, retired locomotive engineer, who is shown with his work as he officiated at the unveiling of the picture. It hangs in the Dauphin Arena, and is displayed during the playing of the National Anthem before hockey games and other events in the arena.



HUTCHINSON SHIELD, emblematic of first aid championship of Montreal terminals, and won by the car shops team, is presented to Jack Richards, assistant works manager (car shops) by C. R. Buskard, works manager, while team members proudly display the silver trays they were given as individual awards. From left, R. Lawrence, upholsterer; I. Osnas, carman; Mr. Buskard; Mr. Richards; L. McCarthy, safety inspector, (team captain); A. Berry, carman; R. Geoffrion, carman. Also on the winning team was the late M. Boyer, carman.



PRIORY VOTES OF THANKS of the St. John Ambulance Association have been made at Montreal to H. J. West (second from left), assistant works manager of the M.P. shops, and J. Richards, assistant works manager, car shops, in recognition of their work in the interest of first aid. The certificates were presented by Paul Poitras (left), supervisor of safety. Looking on is C. R. Buskard, works manager.

PONTIAC TRAINMASTER ADDRESSES ROTARIANS

William Munce, trainmaster at Pontiac, spoke on "Railroad Progress" at a meeting of the Kiwanis Club of Pontiac.

F. R. FISH IN NEW POST

F. Russell Fish, hitherto general eastern freight agent at New York, N.Y., has been named general freight agent at that point.



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PROVINCE

OCCUPATION..... AGE.....



TWO TRAINLOADS of Boy Scouts from Los Angeles will move over GTW-CNR lines from Chicago to Niagara Falls in July, on their way to their big Jamboree at Valley Forge, Pa. Pictured at a meeting of passenger men where plans for the cross-country trip were completed, are, from left, R. Hollingworth, C.M.St.P.&P.; R. Nelson, Wabash; R. J. Eberhardt, CNR; O. V. Howard, D.&R.G.W.; H. A. Weeks, CNR; W. Vollers, Union Pacific; W. Kay, assistant director, Boy Scouts.



C.N.R.A. MALE CHORUS officers at their first annual dinner and election at the Victorian Inn, Stratford, Ontario. From left, Nelson Kahle, CNRA treasurer and treasurer-publicity officer of the chorus; John Carruthers, secretary; Donald R. Soper, president; Gerald Moorehead, vice-president; F. P. Polley, conductor. The chorus has made 40 public appearances and has participated in a TV show since its formation in 1953.



CNR CURLERS got into the act when a team of visiting Scottish rock-wrestlers were entertained at the Town of Mount Royal Curling Club last month. From left, R. T. Vaughan, special assistant to the president, CNR; Jock Graham; Alex MacMaster; H. C. Grayston, special assignments assistant, CNR; W. E. Shepley, superintendent of buildings, CNR; James MacWhirter, skip of the visiting curlers; C. F. Allan, superintendent of station services and weighing, CNR; John Purdie; Lud Hawkins, manager, reports branch, public relations department, CNR; Faed Sproat.

FIRST AID AWARDS AT CHARLOTTETOWN

Twelve Canadian National employees at Charlottetown have received St. John Ambulance Association awards for proficiency in first aid.

George Greenough, superintendent of the Prince Edward Island division, presented vouchers to second-year members of the first aid class, medallions to third-year and labels to fourth and subsequent-year members.

F. B. Doyle, A. F. MacDonald and R. M. MacDonald received labels; F. A. MacLeod, Jack Meredith, W. G. Mingo and A. E. Richard, medallions; and H. L. Craswell, C. J. Gaudet, E. A. McLellan, R. E. Morrison and W. C. Murray, vouchers.

Others attending the St. John Ambulance Association presentation included D. B. Smith, division freight and district passenger agent, B. E. Lockhart, locomotive and car foreman, E. C. Matthews, division engineer, and E. M. Cunningham, freight agent, all of Charlottetown.

EXPRESS SHIPMENTS BREAK ALL RECORDS

All previous records for volume of express traffic in the Atlantic region were broken, and 1956 ended as the busiest year ever experienced by the company, says Neil McLellan, superintendent of Canadian National Express at Moncton.

Express shipments within the Maritimes by business firms were especially heavy during the autumn and early winter, Mr. McLellan said, and the increase in traffic is general throughout the region, with no particular section showing any abnormal increase to account for the overall upward trend.

Within the past 20 years, express business has grown so greatly that the company's staff in eastern Canada has been increased 300 percent.

SAFETY INSTRUCTION CAR PUTS TO SEA

Canadian National safety instruction car 15020 crossed Lake Michigan aboard the Grand Trunk Milwaukee Car Ferry Company's steamer Madison on its tour of the Grand Trunk Western lines. The car was in charge of L. J. Langton, safety supervisor, Canadian National, and O. W. Smith, safety supervisor, Grand Trunk Western.

Safety films were shown to more than 80 crew members and employees while at Milwaukee and Muskegon terminals and were also shown en route to Milwaukee from Muskegon.

CNR'S "STORK SPECIAL" WAS RIGHT ON TIME

Thanks to Premier Joseph Smallwood and Canadian National Railway, Mrs. Patrick Saunders of Howley, Newfoundland, and her baby boy are alive and well today.

The Premier was traveling on the "Caribou" from Corner Brook to St. John's when a doctor at Deer Lake told him of a difficult maternity case at Howley, where there was no means of transportation to hospital. Mr. Smallwood contacted the Newfoundland district management, and a diesel locomotive and caboose were sent to Howley to pick up Mrs. Saunders and bring her to hospital in Corner Brook, 49 miles away.

The baby arrived on the following day.

BOY SCOUTS SEE HOW IT'S DONE

Boy Scouts of the 3rd New Toronto Troop enjoyed a tour of the Spadina motive power shop, during which they were given an education in the operation of both steam and diesel locomotives.

Highlight of the trip for the lads came when each Scout climbed into the engineer's seat on a big diesel and "played trains" with real equipment.

Scoutmaster C. Stone and G. Pullin, chairman of the Scouts Group Committee, accompanied the boys, who were guided through the plant by W. Nisbett and J. P. Shunk, shop foremen.

BLEUPRINT OF BLUENOSE

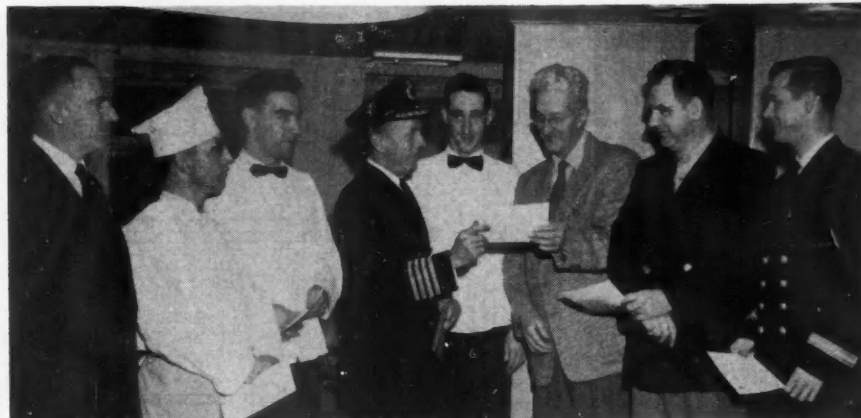
The ferry "Bluenose", operated on the Yarmouth-Bar Harbor run by Canadian National Railways, may be the prototype of a new ship which will modernize communication between the Hawaiian Islands, according to an article appearing in the Honolulu Star-Bulletin.

Ben E. Nutter, chairman of the Territorial Harbor Board of Commissioners at Honolulu, recently inspected the "Bluenose" at Bar Harbor, and made an enthusiastic recommendation that a similar ship be purchased for service between the five Hawaiian Islands of Oahu, Molakai, Maui, Kauai, and Big Island.

Mr. Nutter said a ferry of the type of the "Bluenose" was ideally suited for the purpose and could be put into service "without modification".

ST. JOHN AMBULANCE AWARDS PRESENTED

Priory Votes of Thanks from the St. John Ambulance Association have been presented to G. W. Linke, division engineer at Edmonton,



CREW MEMBERS OF THE "BLUENOSE" are well able to render first aid on their run between Yarmouth, N.S., and Bar Harbor, Maine. Here Captain R. E. H. Davies passes out certificates to successful candidates. From left, Ronald E. Cunningham, first aid instructor; Joseph Stanley Moulaison; Edward C. Kennedy; Captain Davies; George P. Sutherland; S. L. Patterson; James Forrestall and Arnold E. Crawford. Other candidates, absent when the photo was taken, were E. A. Ryan, J. A. Leblanc, and J. A. MacPherson.

and John Rabi, roadmaster at North Battleford.

The presentations were made by G. R. Graham, general superintendent. Also on hand for the ceremony were E. C. Emmott, deputy commissioner of the St. John Ambulance Association (Alberta); S. S. Harper, CNR supervisor of first aid; and Col. H. Darling, provincial commissioner of the association.



DISNEYLAND'S one-horse-power is inspected by sons of two B.C. employees during a sightseeing trip. At left is Anthony Chilton, 13, North Kamloops, whose Dad is a carman at Kamloops Jct. Jack Brown, 13, right, is son of George Brown, assistant chief clerk, express department, Vancouver. The boys spent several days in world-famous Disneyland during Christmas vacation, with fellow Vancouver Province newspaper carriers, as their reward for winning subscription contests.

DR. BROWN HONORED

Dr. R. J. Brown, regional medical officer of Canadian National Railways at Moncton, has been certified as a specialist in occupational medicine, according to an

announcement by the American Board of Preventative Medicine.

Dr. Brown was born in England. He came to Canada as a boy, and graduated from the University of Alberta at Edmonton with a B.Sc. degree in 1929, two years later receiving his M.D. and L.M.C.C.

After engaging in private practice for two years, he joined the railway in 1933 as resident physician at Jasper Park Lodge. Dr. R. J. Brown He later moved to Winnipeg as clinic medical officer, and was appointed medical officer of treatment at Montreal in 1943, moving to Moncton in 1947.



CREDIT TO HIS UNIFORM is André Dube, of the CNT staff at Quebec. While making his rounds, he found a wallet containing \$150 and valuable papers. He immediately turned it in to branch manager O. Couture, who was able to locate its owner.



GTW WINS U.S. BOND AWARD. The United States Treasury Award for achievement in the U.S. Savings Bonds Program is presented to Francis A. Gaffney (right), vice president and general manager of the Grand Trunk Western by Noble D. Travis, of the Detroit Bank and Trust Company, state chairman for Michigan. Mr. Gaffney holds up the list of payroll deductions for bond payments, as he receives the award plaque, containing an illuminated copy of the prayer offered by President Dwight D. Eisenhower before beginning his inaugural address in 1953.



MISS CANADA, in all her charm and beauty, graced the big Christmas Party put on by employees at the Bonaventure freight shed at Montreal. 250 children of freight department employees were on hand to get presents from Santa Claus, who in private life is Charles Dinnelle, and to eat all the ice cream and cake they could hold. Big thrill for the boys was the presence of Tex Coulter, burly lineman of the Montreal Alouettes football team. In the picture, from left, are E. C. Brien, chairman of the social committee; Miss Canada, (Dorothy Moreau of Montreal); R. C. Johnston, assistant vice president, operation; and M. A. Monahan, general freight agent. On the committee with Mr. Brien are Val D'Ambrosio, president; Anthime Lapostolle, vice president; Bernard Lefebvre, secretary; and Alphonse Gagnon, treasurer.

RAILMEN BEAT STORMS IN MARITIMES

A severe storm which howled in from the Atlantic to dump more than 16 inches of snow on southern New Brunswick in just a few hours failed to halt railway operations in the area although other forms of transportation were completely tied up for two days in January.

Railroaders were on the job early as the storm, which approached rapidly on the wings of a 60-knot gale, be-

gan to pile huge drifts across the lines east of Moncton. Batteries of snow fighting equipment, including rotary and push plows, bulldozers, mechanical brooms and snow blowers, with trucks and gangs of extra men, were put into action.

The result was that CNR was able to maintain all its trains on schedule or just slightly behind time. Despite running into the storm on their overnight trip from Montreal, the Ocean Limited, Scotian, the Maritime Express completed their runs to

Halifax just about on schedule.

CURLERS ORGANIZE AT WINNIPEG

A newly organized Employees' Curling Club, made up of CNT commercial employees at Winnipeg, has opened its first season, with G. Gottfred, district superintendent, throwing the first rock.

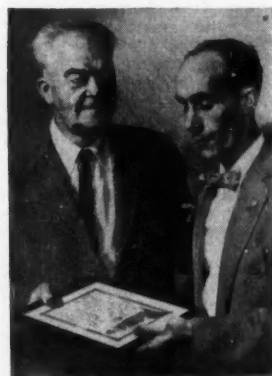
The new club has ten rinks with a long list of employees ready to fill in as substitutes when required. Meetings are held every Sunday night.

MERIT AWARD GIVEN TO GTW YARD HELPER AT BATTLE CREEK

John Burke, yard helper at Battle Creek, has been awarded a certificate of merit for his quick action in applying first aid when a fellow employee, David Koons, was severely injured in a switching mishap.

Mr. Burke removed his shirt and made a tourniquet of it to stop the flow of blood from Mr. Koons' crushed right leg. The prompt application of the tourniquet is credited with contributing materially to the saving of Mr. Koons' life.

The certificate of merit, awarded by the Canadian National Centre of the St. John Ambulance Association, and signed by President Donald Gordon, was presented to Mr. Burke by A. G. Thernstrom, superintendent, Chicago division, at a Family Safety Rally held in Battle Creek.



CERTIFICATE OF MERIT is presented to John Burke (right) by A. G. Thernstrom at Family Safety Rally in Battle Creek.



London Free Press photo

LONDON CNRA CRICKET TEAM poses with the Seagram Trophy following presentation at their annual banquet. From left are Don Finnis, Ian Walker, Jack Dunn, Ralph Goodwin, Jack Fulford, Jim Ellard (captain), Jim Cameron, Bob Heap, Tom Mackie and Horace Issitt. The CNRA team won the trophy for the third successive year. We may be committing lese majeste by bringing in that other ball-and-bat game, but, nevertheless, Jim Cameron is finger-signalling for a curve ball.



EIGHTY-SIXTH DONATION—Wallace R. Batt, pipefitter at Canadian National Railways Transcona motive power shops, made his 86th blood donation to the Red Cross at a special clinic set up for CNR employees. He was one of more than 700 employees who donated blood at the CNR's Fort Rouge and Transcona plants. Making it a real pleasure is Miss Esther Suderman, Red Cross nurse.

This month's

ROLL of HONOR

List of Veterans in whose favour pensions were approved at a meeting of the Pension Board in December, 1956

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Allison, C. J.	Agent	Barrie	46
Atkinson, R.	Agent	Hickson	43
Audette, I. C. E.	Substation Operator	St. Lambert	38
Ball, H. E. L.	Chief Clerk	Port Colborne	46
Batchelor, H. F.	Conductor	Hamilton	38
Bathgate, G.	Freight Checker	London	42
Belbas, M. I.	Sectionman	Armstrong	20
Benoit, J. A. H.	Carman	Montreal	38
Blackman, F. A. M.	Clerk	Regina	36
Blakie, A. P.	Locomotive Foreman	McBride	37
Bodson, J. A.	Sub Station Operator	St. Lambert	26
Bourassa, N. H.	Agent	Cote St. Paul	48
Breen, T.	Blacksmith	St. John's	13
Bureau, J. E. O.	Crossing Watchman	Montreal	33
Buxton, W.	Machinist	Calder	35
Cad, C. B.	Conductor	Mimico-Belleville Div.	44
Cattle, J. A. P.	Car Inspector	Mimico	31
Chamberlain, W. C.	Automatic Mechanic	Vancouver	32
Champagne, J. N. A.	Steno. Clerk	Melville	31
Cooney, L. C. P.	Yard Foreman	Montreal	42
Cummings, A. R. V.	Clerk	Montreal	32
Cunningham, S.	Motorman	Windsor	35
Cushby, T.	Machinist	Port Rouge	36
Davidson, J. W.	Equip Insp & Repairer	St. Lambert	36
Davis, H. J.	Locomotive Engineer	Fort Rouge	43
Dennis, B. G.	Carman	Calgary	44
Donovan, W. C.	Signal Maintainer	St. Lawrence Div.	40
Edwards, Mrs. S. J.	General Clerk	Vancouver	32
Elliott, W. B.	Cl. Labourer	Goderich	37
Farrington, J.	Chief	Vancouver	32
Fortuna, S.	Asphaltman	Hamilton	32
French, J.	Road F man of Engines	Newfoundland Dist.	45
Fuller, S. A.	Machinist	Transcona	39
Gagnon, J. E. E.	Carman	Hervey Junction	31
Galbraith, T. A.	Agent-Operator	Drayton	45
Galenowski, W.	Sectionman	Edenwald	32
Gardner, I.	Boilermaker	Transcona	33
Gordon, C. A.	Locomotive Engineer	Prince Albert	43
Graves, T. B.	General Foreman	Toronto	36
Hahn, E.	Agent-Operator	Chesley	36
Haight, C. A. S.	Agent-Operator	Peers	25
Hamilton, W.	Carman	Victoria	36
Harman, S. L.	Office Assistant	Montreal	36
Harper, J.	Locomotive Engineer	Ottawa	41
Herbert, J. L. H.	Section Foreman	Sanford	37
Hogben, A. J.	Cl. Labourer	Rivers	16
Hughes, J.	Engine Watchman	Boston Bar	30
Hurst, G.	Coach Carpenter	Montreal	32
Kell, C. H.	Carman	Allandale	40
Kelly, W.	Baggageman	St. John's	39
Kuehl, H. M.	Bridgeman	Capreol Div.	31
Langlois, J. E.	Yardman	Quebec	37
Lariviere, A. O. M.	Carman	Montreal	38
Latoski, M. N.	Section Foreman	Nakina Yard	40
Leggat, L.	Train Baggageman	Northern Ontario Dist.	30
Lewis, R. F. F.	Switchtender	London	38
Linda, P. J.	Trainman	Prince Albert Div.	29
Lovell, H. W.	Carman	Calder	41
Lutts, Miss A. M.	Clerk	Hamilton	43
Macdonald, G.	Motorman	New Glasgow	33
MacRiner, J. A.	Carman Helper	Allandale	13
Mather, F.	Traffic Solicitor	Edmonton	36
Maw, R.	Boilermaker Helper	Transcona	21
McCracken, A.	Asst. Supt. Pensions	Montreal	36
McDiarmid, J. M.	Asst. Baggagemaster	Winnipeg	37
McGue, F. F.	Locomotive Engineer	Niagara Falls	40
McKay, J. N.	Towerman-Leverman	Emerson	29
McKenzie, I. C.	Section Foreman	Davis	37
McKeown, W. A.	Agent	Arvida	41
McKinnon, C. H.	Steward	Vancouver	18
McLeod, A. J.	Locomotive Engineer	Port Arthur	30
McLeod, A. M. C.	Conductor	Sarnia	38
McNabb, J. E.	Locomotive Engineer	Prince Albert	44
Mooney, J.	L.H. Air Brakeman	Calder	43
Morris, F.	Checker & P.R. Atdt.	Edmonton	33
Near, W. E.	Locomotive Engineer	Fort Erie	45
Neill, S. E.	Yard Foreman & Y'man.	Toronto	46
Nicholl, W. J.	Carman	Toronto	37
Noisieux, J. M. A. R.	Agent	Sorel	39
North, I.	Boilermaker	St. John's	46
Nucci, A.	Turntable Operator	Montreal	37
Nuossi, G.	Sectionman	Montreal	26
Osgood, T. R.	Boilermaker Helper	Hamilton	36
Pearson, A. R.	Machinist	Montreal	36
Pearson, D. R.	Porter	Hamilton	22
Peterman, W. H.	Train Messenger	Englehart	38
Pinard, M.	Sectionman	Grenville	37
Podolski, G.	Section Foreman	Mistatim	41
Poulin, J. A.	Brakeman	Montreal	43
Priestup, J.	Sectionman	Toronto	33
Proulx, J. E. A. A.	Inspector	Montreal	36
Richards, D.	Clerk	Fort Rouge	37
Richardson, G. W.	Sectionman	Thorold	18
Rivard, J. A. G.	Agent	Lac aux Sables	43
Riz, W. G.	Traffic Solicitor	Vancouver	35
Robinson, E.	Boilermaker Helper	Sarnia	30
Rosenthal, R.	Janitor	Prince George	27
Sadowy, M.	Section Foreman	Calder	33
Sadusky, G. F.	Locomotive Foreman	Port Rouge	42
Sherlock, T. A.	Conductor	Palmerston	43
Smith, A. R.	Train Messenger	Southwestern Ont. Div.	46
Soroski, D.	Section Foreman	Regina	40
Spicer, J. C.	Car Repairer	Montreal	23
Stickland, F. C.	Clerk	Fort Mann	33
Strachan, W.	Section Foreman	Calgary	43
Terry, J. L.	Carman Helper	Montreal	33

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Thompson, G. C.	Loco. Fireman & Engr.	Toronto	35
Thompson, G. R.	Sectionman	Ellerslie	19
Thomson, J. C.	Locomotive Engineer	Toronto	40
Todd, J. W.	Locomotive Engineer	Fort Rouge	36
Topping, R.	Trucker	Toronto	34
Valleau, J. S. W.	Conductor	Gananoque	35
Walton, A. L.	Chief Material Inspector	Montreal	37
Ward, J. S.	Conductor	Sarnia	43
Warner, G. S.	Roadmaster	Northern Ont. Dist.	41
Watson, A.	Locomotive Carpenter	Winnipeg	40
Wilson, L. A.	Conductor	Prince Albert Div.	31
Winegarden, S.	Sectionman	Ingersoll	35
Wiskin, A. E.	Motorman	Kingston	40
Wortman, B.	Sectionman	Salisbury	26

Employees Retired Under the Provident Fund Act during the month of December

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Gallant, J. A.	Wood Machinist	Moncton	41
Hawkes, E. P.	Sectionman	Hillsboro	38
Lamarre, J. F. B.	Class. Laborer	Joliette	33
Laracey, F. T.	Pass. Truck Repairer	London	27
Michaud, J. L. S.	Conductor	Campbellton	22
Porral, A.	Grease Mach. Operator	Moncton	36
Smith, E. G.	Brakeman & Conductor	Moncton	38
Wathen, R.	Sectionman	Doaktown	34

Ex-Employees granted annuities under the provision of the United States Railroad Retirement Act

NAME	OCCUPATION	LOCATION
Baker, G. M.	Locomotive Engineer	Battle Creek
Baroggi, J. B.	Yard Helper	Milwaukee
Berg, F. W.	Operator Clerk	Detroit
Boyd, T.	Locomotive Engineer	Battle Creek
Considine, Miss M. E.	Stenographer	Black Rock
Doke, E.	Section Laborer	Climax
Gloster, S.	Machinist Helper	Det. Milw. Jct.
Griffiths, B. W.	Chief Clerk	San Francisco
Harbus, J.	Track Laborer	Valparaiso
Hodgson, A.	Train Baggageman	Port Huron
Markula, F. J.	Trackman	Port Arthur Div.
Mueller, W. J.	Percentage Clerk	Chicago
Onyon, F. L.	Car Inspector	Durand
Palmer, B. E.	Crossing Watchman	Battle Creek
Shepard, H. C.	Car Inspector	Durand
Southworth, C. A.	Section Laborer	Charlotte

At the End of the Run



DONALD GORDON, chairman and president, had friendly chats with many old-time railroaders during his visit to Winnipeg, when he took part in a meeting of the CNR Veterans Association, attended by more than 200 members. A Winnipeg Tribune photographer caught Mr. Gordon in an informal moment with B. F. Clarke, left, an 85-year-old former car inspector from Kamsack, Sask., and 80-year-old David Young of Winnipeg, a retired pipefitter.

James Cruickshank

J. O. Cruickshank of Winnipeg has retired after a lifetime railroading career which began in Scotland in 1908.

Mr. Cruickshank was born and educated in Scotland,

and came to Canada in 1912, when he joined the Canadian Northern Railway as a locomotive fireman at Winnipeg. He later worked for the Grand Trunk Pacific as a switch tender and, since 1919, he served as a switchman at Winnipeg.



LEN ROBINSON, who retired as car inspector at Owen Sound in December, is shown receiving a wallet from friends. From left, Walter Binkley, Mr. Robinson, Jack Elliott, car inspector, and Charlie Blythe, agent. Mr. Robinson started with the railway in 1925.

Nicholas Melnyk Michael Clark

Nicholas Melnyk and Michael Clark, two of the oldest section foremen, in point of service, on the Hudson Bay division, have retired from service.

Mr. Melnyk, born in Poland, began his career in 1917 as a pumpman at Paphlow, Man. He became a section man in 1918 and served at various points on the Dauphin division until 1944 when he was moved to Cranberry Portage. Following a brief period as extra gang foreman at Winnipeg in 1954, he went to Lynn Lake as section foreman at that point.

Mr. Clark, also born in Poland, began his career as a construction worker on the Hudson Bay division in 1910. He became a section foreman in 1923 and worked in that capacity at various parts of the division until his retirement.

On behalf of their fellow workers, both were presented with purses by roadmaster P. Worobee and roadmaster N. J. Cloutier.

Frederick Simpson

A farewell party was held in the Grand Trunk Western car shops at Port Huron for Frederick S. Simpson, machinist, who retired after 42 years of service. He started to work for the railway in 1907 as an apprentice in the locomotive shops at Port Huron and was transferred when the shops were moved there. He returned to Port Huron in 1909.

Oscar Richard

Retiring at the end of a railroading career that lasted for more than half a century, Oscar Richard of St. Albans was honored at a dinner given by his friends and fellow employees.

Presentation of a purse was made to Mr. Richard by C. H. Lockhart, superintendent of motive power and car equipment of the Central Vermont, on behalf of the veteran railroader's associates.

Mr. Richard started with the Central Vermont in 1906, as a laborer at St. Albans. He was out of the service



PARTING PRESENT of his associates is given to C. S. McLean, (right) by Harold Simons, general manager of the S.D. & P.C. department.

from 1912 to 1915, re-entering the CV as a machinist.

C. S. McLean

Ending a railroading career that began in 1915, C. S. McLean has retired as supervisor of assignments for the sleeping, dining and parlor car department at Montreal.

His departmental associates honored him at a presentation gathering, at which he was given a well-filled wallet, the presentation being made by Harold Simons, general manager of the department. The gift represented contributions from S.D. & P.C. officers and staff across the system.

Mr. McLean entered the service at Toronto in 1915, in the accounting department. He moved to the S.D. & P.C. department in 1916, transferring to Montreal as chief clerk and accountant in 1923. Named supervisor of car assignments in 1946, he handled many big movements, including the Royal Visit in 1951, special military trains, and the Grey Cup specials.

Robert Peddle

After 46 years' continuous service as a sectionman, Robert J. Peddle of Whitbourne, Newfoundland, has gone on the retirement list.

He joined the Newfoundland Railway in 1910 as a sectionman, and several times acted as section foreman.

Walter King

Walter J. King has retired as stores foreman at Stratford. His service with the CNR commenced in 1923, when he started as a clerk at Hamilton. He moved to Stratford in 1926, and was made foreman in the stores department in 1934.

Mr. King's retirement was observed by his fellow employees who presented him with a wallet and a sum of money. A bouquet of roses was given to Mrs. King.



CONDUCTOR E. W. DORMAN (left) had completed 40 years and almost three million miles in CNR service when he booked off the "Scotian" at Moncton to start his retirement. He estimates that during his years as a railroader he has travelled the equivalent of 112 times around the equator. Offering best wishes to Mr. Dorman is engineman G. F. Driscoll, while trainman J. C. McGinn of Moncton looks on.



RETIRING from the Toronto motive power shops, Leonard Wood, (left), machinist-helper, and Jim Barron, centre, leading hand laborer, chat with General Foreman R. J. Crux after Mr. Crux presented them with cheques from their fellow-workers. Some 200 men gathered to say farewell to Mr. Barron, with 36 years' service, and Mr. Wood, with 30 years'.

The CNR operates in six standard time zones—Newfoundland, Atlantic, Eastern, Central, Mountain and Pacific.



53-YEAR SERVICE RECORD. George W. Kay, Grand Trunk Western train dispatcher at Battle Creek, is honored on his retirement after 53 years of service. He joined the railway as a telegraph operator in 1903 and has been train dispatcher since 1910. Shown at the farewell party given for Mr. Kay are, from left, G. R. Pilmore, acting chief dispatcher; F. B. Savoie, dispatcher; Mr. Kay; B. H. Patterson, dispatcher, A. G. Thernstrom, superintendent, Chicago division; V. R. Henbid, assistant chief dispatcher, and J. D. Bodley, dispatcher.

Frank Figsby

Frank A. Figsby, clerk in the Montreal terminals, has retired after 34 years with the company.

He was presented with a sum of money by his associates on the yard staffs at Turcot, Southwark and Central Station, the presentation being made by R. Liard, senior clerk, representing W. J. Mayo, superintendent of the terminals.

Others present at the ceremony were O. Jackson, yardmaster at Southwark and C. Upton, supervisor.

John Enright

John Enright, freight car repairer in the Grand Trunk Western car shops at Port Huron, has retired after 33 years of service. He first worked for the railroad at the local freight sheds in 1908 and entered the shops in 1912. He left the company when the shops burned down in 1913 and re-entered service in 1923.

G. C. Swinson

G. Cliff Swinson has made his last run as an engineer in London-Toronto passenger service, bringing to an end 45 years of railroading with the CNR.

Mr. Swinson started as a fireman in 1911 at Lindsay, was promoted engineer in 1916 and transferred to Toronto 12 years later.

T. Torrance

T. Torrance, carman at Calder, Sask., retired there on December 31.

Born at Victoria, B.C., Mr. Torrance joined the railway as a carman's helper at Hanna, Alta., in 1925. He transferred to Wainwright, Alta., in 1928 and was made carman the following year. He has been serving as carman at Calder since 1955.

John Currie

John F. Currie of Wiarton, Ontario, made his last run as CNR conductor on Christmas Eve. His arrival at Owen Sound marked the end of a railroad career which has lasted nearly half a century.

Born in Owen Sound, he has worked with the Grand Trunk and later with the CNR. He started his career in Owen Sound, Fort Erie, Hamilton, Niagara Falls and most of the runs out of Hamilton. In 1923 he moved to Wiarton.

George Wirth

George F. Wirth, Grand Trunk Western brakeman on the Detroit-Pontiac commuter run, has retired after 53 years of service. He started work for the railroad as an engine wiper and oiler in 1902 at Jackson, Michigan. Successively he became a fireman, warehouseman, baggageman and finally a brakeman. He has served as brakeman on the commuter for 24 years.



GTW AUDITOR RETIRES. Charles DiMarco (center), auditor of the Grand Trunk Western, Detroit, is shown with Mrs. DiMarco, receiving a presentation from Francis A. Gaffney, vice president and general manager, on his retirement. A dinner was given in Mr. DiMarco's honor by his fellow officers, at which all departments of the railroad were represented.



MACHINIST DOUGLAS A. RUDDICK of the motive power shops in Moncton was presented with a gift by his fellow employees when he retired after 41 years with the company. Shown here are, from left, Cecil Dawson, Mr. Ruddick, and Ralph Connors. Mr. Ruddick joined the railway in 1913 at Moncton.

Alex Steele

Alex Steele, locomotive engineer, made his last official trip from Toronto to London on December 14, one day before his sixty-fifth birthday.

Mr. Steele, born in Warwick Village, Ont., has been with the CNR for 40 years. He moved to London in 1936. He is a life-member in his union lodge, and a member of the Brotherhood of Locomotive Engineers and Firemen.

He received the best wishes of his many friends on his retirement.

John Persson

After 42 years of service, John B. Persson, foreman of the passenger car department in the Grand Trunk Western car shops at Port Huron, has retired. He entered the service of the railroad in 1914 as a freight car carpenter in the company's shops at Chicago, and in 1919 he was promoted to foreman. He was transferred to the

Port Huron shops in 1922 as a freight car foreman and has been in charge of passenger car work since 1943.

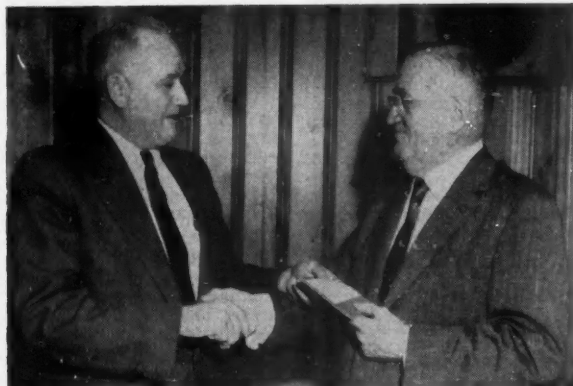
Eugene Bertrand

Eugene Bertrand of Sudbury has retired after 36 years of service. Mr. Bertrand, born in Alfred, Ontario, started with the CNR as a laborer at Hamner, Ontario, in 1920. He worked in that capacity until 1921 when he was transferred to the section. He later moved to Capreol, and then went to Sudbury Yard as sectionman in 1932.

Mr. Bertrand's four sons are with the CNR.

Garth Miller

A testimonial dinner was held in Battle Creek recently by members of the Grand Trunk Western communications department and the terminal to honor Garth A. Miller, chief clerk, who retired after nearly 40 years of service.



CAR FERRY OFFICIAL RETIRES—Frank W. MacMullen, (right), superintendent of Grand Trunk Western car ferries, Milwaukee, is congratulated on his retirement after 32 years of service by J. A. Sauve, general manager, Canadian National Steamships, Montreal. A luncheon was given in Mr. MacMullen's honor in Milwaukee, at which Harry A. Sanders, president of the GT Milwaukee Car Ferry Company, presided.



RETIREMENT of sleeping car conductor Goldie Morple Johnson of Halifax ended 43 years' service with the railway. A native of Londonderry, Mr. Johnson started in 1913, and made his last run on the "Ocean Limited". From left, G. T. Connolly, dining car agent; Mr. Johnson; J. G. Phelan, assistant superintendent, SD & PC dept.; W. R. Sutherland, superintendent; J. A. Kennedy, sleeping car conductor.



ENGINEER CLARENCE M. STEEVES has ended a career of 44 years in the cabs of Canadian National locomotives. A native of Petitcodiac, Mr. Steeves joined the railway in 1912 as a fireman, and was promoted to engineer in 1918. He has worked out of Moncton, Saint John, and Bridgewater. On hand to offer best wishes as he started retirement were, from left, Thomas Beers, engineman; E. H. Stirling, master mechanic; W. H. Boulay, superintendent of motive power and car equipment; Everett Taylor and F. O. Steeves, retired enginemen; Mr. Steeves; Gerald Jones, fireman; Lyall Steeves, regional road foreman of engines; and G. T. Cripps, assistant division superintendent.



FETED BY ASSOCIATES—Prior to his retirement after almost 40 years' service, C. C. Gratto, electrical maintainer on the New Glasgow division between Truro, New Glasgow and Sydney, was honored by his associates. Above, J. L. McAuley (left), electrical maintainer, presents Mr. Gratto with a set of travelling bags. Looking on, at centre, is T. H. Dickson, electrical engineer, Moncton. Mr. Gratto is a native of Truro, and served also at Campbellton, Edmundston and Charlottetown.



JAMES J. GIBSON, machinist in the Halifax shops, is photographed as he receives a retirement gift from L. W. Cochrane, car foreman. Looking on is A. F. Thompson, local chairman of the Brotherhood of Railway Carmen of America.

Charles Smith

Fifty years of service with the company was recognized at Portage la Prairie when retiring agent Charles A. Smith was presented with a gold pass.

The presentation was made at Mr. Smith's home by A. C. Nicholls, Winnipeg, superintendent of the Portage-Brandon division.

A native of Portage la Prairie, Mr. Smith began his railway career with the Grand Trunk Pacific there in 1907 as a mail carrier to the GTP headquarters on the Sissons farm. In 1908 he became a freight clerk, and advanced in the service until his appointment as agent in 1942.

Fellow workers who were on hand for the presentation included Miss Lyla Leppard, chief clerk; Harry Preece, relieving agent; Harry Foxton, ticket agent, and W. L. Buggy, freight clerk.

H. M. Stewart

H. M. Stewart, locomotive engineer at Transcona, made his last run into Winnipeg, with the Super Continental to end a 49-year career in railroading.

As he stepped from his cab he was greeted by members of his family and railway officials and was piped through the station by piper Gordon Campbell. Later Mr. and Mrs. Stewart held open house for some 200 persons who called to congratulate them.

Born at Arden, Man., Mr. Stewart began his career in 1907 as a laborer with the Grand Trunk Pacific at Rivers. He later served as a machinist's helper, steam shovel fireman, boilermaker's helper and crane operator until 1910 when he became a locomotive fireman. He moved to Transcona the following year and was promoted to engineer in 1915. Since that time he has worked on various freight and passenger runs out of Winnipeg. He was assigned to the Super Continental in 1955.

J. F. H. St. Germain

J. F. H. St. Germain, sectionman in the Sudbury yard, has retired after 38 years with the CNR. Born at St. Annes, Calumet Island, Quebec, Mr. St. Germain entered the service as a bridgeman in January, 1918, on the Capreol division.

He was promoted to section foreman in April, 1918, and worked in that capacity at various stations on the division. He was also extra gang foreman at Sudbury Junction, moving to Sudbury Yard in 1948.

J. H. A. Bacon

J. H. Antoine Bacon, baggagemaster at Rivière du Loup, has entered retirement after service that began in

1912, when he joined the ICR as a porter.

He became assistant baggagemaster in 1929, and was promoted to baggagemaster in 1949.

On his last day on the job, a large number of friends and railway associates called at the baggage room to wish him a happy retirement.

James Gordon

James E. Gordon, of Winnipeg, who has catered to travellers on CNR diners since 1910, ended his 49 years of service as steward on the Super Continental.

As he stepped from the train for the last time, he was greeted by friends and associates. Among the officers were C. A. Wilson, general superintendent; S. Hibner, assistant superintendent; and S. F. Lumsden, assistant to general superintendent, S.D. & P.C. department.



Michael J. Power of Charlottetown, P.E.I., is as at home with the "iron horse" as he is with the real flesh-and-blood animal. Retired after 41 years as freight foreman at Charlottetown, Mr. Power's hobby is the breeding and training of race horses. Here he is with a fine young colt.

Arthur Hugener

Forty-three years of railroading came to an end recently for Arthur Hugener, locomotive engineer at Milwaukee Junction. He started his career in Pontiac before the First World War and went to Detroit in 1920, serving as a passenger locomotive engineer before being assigned to the Detroit yards. He is a veteran of the field artillery, and was in France 18 months.

George Kline

George Peter Kline, accountant at the Halifax wharf, has retired after serving for 44 years. Joining the railway in 1912, Mr. Kline spent his entire working career in Halifax, and filled a variety of positions in the accounting offices there. He is a veteran of the First World War, having served with the Canadian Expeditionary Forces.

R. H. George

Forty years of service ended for conductor R. H. George when he completed his run from Noranda to Parent on November 30.

Accompanying him on his last trip was E. Kavanagh, assistant superintendent at Senneterre, and prior to his departure he was given a well filled purse by J. Ardele on behalf of his fellow employees.

William Carmichael

William Carmichael, Lindsay, has retired after 36 years with the CNR. Mr. Carmichael made his last formal trip as conductor on the way-freight from Toronto to Lindsay December 12. He was met at the station by a group of friends.

Born in Uxbridge, Ontario, in 1891, he went into farming until he joined the CNR in 1920. He had worked for the railroad in the Lindsay area and numerous other provincial centres until his retirement.

**Harvey Boale
Stan Arnold**

Two local express officers have retired at Vancouver, Harvey Boale, general agent, and Stan Arnold, terminal agent, having ended long service with the department in January.

Mr. Boale entered service with the telegraph department as an operator at Winnipeg in 1912. He was appointed manager of telegraphs at North Battleford in 1913 and manager at Moose Jaw the following year. Later in 1914 he was made express agent as well. He served overseas during the First World War, returning to service in 1919 at Moose Jaw as express agent. He was transferred to Victoria in 1930 in the same position and to Vancouver in 1932 as general agent.

Mr. Arnold also began his career at Winnipeg, as clerk in the express department in 1912. He was promoted to waggon despatcher in 1918; waggon service foreman in 1921; master of transportation in 1922; and moved to Vancouver later that year as chief clerk. He was appointed terminal agent in 1944.

Both Mr. Boale and Mr. Arnold were active in community life. Mr. Boale was for many years an executive of the Customs and Transportation Bureau of the Vancouver Board of Trade, serving as chairman of the bureau in 1953. A long-standing member of Kiwanis, he is also a past-president of the Vancouver Traffic and Safety Council. Mr. Arnold, prominent in sports at both Winnipeg and Vancouver, was a star soccer player for many years and was active in bowling and golf.

Dwight Briggs

Dwight G. Briggs, office engineer at headquarters of the Central Vermont Railway the past three years, retired from active railroad service in January. He had been with the Central Vermont engineering department since 1916.

Born in Brockton, Mass., Mr. Briggs is a registered Vermont state professional civil engineer and Norwich University engineering student.

He entered Central Vermont service as a chainman in 1916 and became a topographer in 1917. He served in the U.S. Field Artillery during the First World War and returned to railroad service with the Grand Trunk Western Railroad in February 1920. In August of that year he returned to the CV at St. Albans as a draftsman. Promoted to assistant to the engineering accountant in 1927, he served successively as assistant engineer, track supervisor and district supervisor until 1953, when he was made office engineer.

Charles Roy

Relatives and friends gathered to honor Charles N. Roy when he retired at Campbellton, N.B., and he was presented with a purse and money to mark the occasion.

Born at New Richmond, Que., Mr. Roy joined the CNR in 1917 as a porter at Campbellton, and held various positions before being appointed baggage master there in 1943. Officiating at the ceremony held in his honor were L. Parker and B. R. Maisey of the Campbellton baggage room staff.

Bill Skeates

After 46 years of railroad-ing, W. J. (Bill) Skeates, general yardmaster at Nutana, Sask., has retired. He received a purse and money presented by A. E. Berry, superintendent of transportation, on behalf of Mr. Skeates' fellow officers, at a special meeting called in his honor.

Born in Wiltshire, England, Mr. Skeates joined the CNR in 1911 as a switchman at London, Ont. He moved to Saskatoon in 1913 and with the exception of a few years in Prince Albert, spent the rest of his career at Saskatoon. He was made general yardmaster at Nutana in 1950.

Wealthy Maxwell

Friends of Wealthy Maxwell, power tool maintainer at Sackville, N.B., gathered to honor him on his retirement after 40 years of service.

Mr. Maxwell started as a sectionman at Sackville.

Gifts were presented to him and Mrs. Maxwell by roadmaster J. Allanach on behalf of his associates.

Roy Slack

Roadmaster Roy B. Slack of Oxford Junction, N.S., has retired after completing 43 years' service. He joined the railway in 1913 as a sectionman at Athol, N.S., and was made section foreman there in 1920. His first appointment as roadmaster came in 1940, and he has served in that capacity at Moncton, Napadogan, and Fredericton before moving to Oxford Junction. To mark his retirement, he was presented with a cheque and a pen and pencil set by the employees at Fredericton.



HALF-CENTURY—Engineer Charles A. Bose (right), Battle Creek, is presented with a lifetime pass by Arthur Selbee, general superintendent of motive power and car equipment, on his retirement after 52 years of service. He joined the Grand Trunk Western as a fireman in Durand in 1904, when he was only 15. He was promoted to engineer in 1910 and has been at Battle Creek since 1933.

Norman Chard

Norman C. Chard, locomotive engineer on the Dauphin division since 1920, has retired at Dauphin following a 46-year career with the railway.

At a local meeting of the Brotherhood of Locomotive Engineers, Mr. Chard was presented with a travelling bag by his fellow engineers. E. O. Osborne made the presentation and E. S. Barker, superintendent of the Dauphin division, extended congratulations to Mr. Chard on behalf of the divisional officers.

Born at Dauphin, Mr. Chard joined the railway there as an engine wiper in 1910. He became a fireman in 1911 and nine years later was promoted to engineer.



ENGINEMAN FRANK GALLANT completed his last run before retirement at Campbellton, N.B., and was greeted by a deputation of friends, relatives, and co-workers. A native of Bloomfield, P.E.I., Mr. Gallant joined the railway in 1917 as a fireman. In this photo, taken at Campbellton, are, from left, back row, T. F. Hoyt, master mechanic; C. A. Berube, superintendent Campbellton division; Jerome Pinault; Mrs. Leo Gallant; C. E. Pelletier, assistant superintendent; R. A. Clark, assistant superintendent; James Gallant, fireman. Front row, C. A. Martin, assistant superintendent; Mrs. Jos Pelletier; Mrs. Wilfred Levesque, (daughter); Mr. Gallant; Mrs. Patrick Bujold, (daughter); Mrs. Rene Poirier, (niece); J. M. Gallup, road foreman of engines; F. G. Shalala, locomotive engineer.



GORDON DALEY (left) accepts a travelling bag, the retirement gift of Division 60, C.B.R.E. at Saint John, N.B. Presenting the bag is James H. Leonard, president of the division.

Gordon Daley

Gordon J. Daley, retiring as superintendent of the grain elevator at Saint John, was signally honored by the Canadian Brotherhood of Railway Employees and Other Transport Workers at a banquet.

Mr. Daley was presented with a life membership in the Brotherhood by the national president, William J. Smith of Ottawa. In addition, members of Division 60 of the union presented him with a travelling bag. Present at the function were officials of CNR including H. C. Gunn, superintendent of the Moncton division, G. O. Baker, terminal superintendent at Saint John, and J. D. Corkery, freight agent.

Born in Saint John, Mr. Daley entered the service in 1915, and served in various capacities until his appointment as acting superintendent of the grain elevator in 1946. He received permanent appointment as superintendent in 1947.

He was also honored by the terminal employees in Saint John, who subscribed to a cash collection which was presented to him by Mr. Baker.

William Flynn

The CN steamship Bar Haven, in the Newfoundland service, was the scene of a gathering of associates of Seaman William Flynn, who met to extend good wishes to him on his retirement.

The gathering was addressed by Captain Brown of the Bar Haven, and by L. K. Abbott, C.B. of R.E. & O.T.W. representative.

Captain Brown presented the guest of honor with a pipe and money, the parting gifts of the officers and crew, while Mr. Abbott gave him a cheque on behalf of fellow members of Division 285.

Mr. Flynn joined the service in 1945, as a seaman on the SS Home, joining the Bar Haven crew in 1948.

Garnet Best

Garnet C. Best, clerk in the regional accounting department at Winnipeg, has retired after 37 years with the company. On behalf of the regional accounting employees, he was presented with an engraved wrist watch by W. R. Corner, regional auditor. Employees of the material section presented him with a purse and money.

Born at Manitou, Man., Mr. Best joined the railway in 1919 as a tie accountant at Winnipeg. He was made a clerk in the stores accounting department in 1921 and eight years later transferred as a clerk to the motive power department. He moved to the regional accounting department in 1942, and worked on the store orders desk until his retirement.

John Morash

John D. Morash, foreman of the woodmill department of the Grand Trunk Western car shops at Port Huron, has retired after nearly 38 years of service. He entered railway service as a freight car repairer in 1919 and was promoted to car inspector in 1926. In 1943 he was named freight car foreman, and he has been in charge of the woodmill department since 1952.

For 20 years, Mr. Morash has served as recording secretary of Local Huron Lodge No. 641, Brotherhood of Railway Carmen of America. He also served as secretary-treasurer of the GTW Joint Protective Board for 16 years; as secretary-treasurer of the Port Huron Trades and Labor Council for 13 years; as a member of the American Railroad Supervisors' Association for 13 years, including four years as chairman of the local branch; as a member of the Wadhams Board of Education for 14 years and as president of the Wadhams Parent-Teachers' Association for two years. In 1950 he was awarded a life membership in the Michigan Parent-Teachers' Association for outstanding civic service in his local community.

Mr. Morash is first vice-president and a director of the Citizens' Federal Savings and Loan Association, secretary of the Wadhams Lions Club and chairman of the Kinney Cemetery Improvement Association.

William Williams

After 50 years on the Newfoundland line, William Williams of Whitbourne has retired from the railway. He was presented with a gift at a farewell party tendered him by the staff at Whitbourne.

Mr. Williams joined the railway in 1906 at Whitbourne as a laborer in the

yard, and subsequently worked at Bishop's Falls and Brigus Junction. After a period as locomotive fireman on the Heart's Content branch, he returned to Whitbourne with the maintenance of way crew.

Ray Turley

Ray E. Turley, chief operator in the Grand Trunk Western transportation department at Battle Creek, has retired after 41 years of service. He was first employed as relief telegraph operator on the Chicago Division in 1915. After holding various positions along the line, he became chief operator of the Chicago Division in the chief dispatcher's office at Battle Creek in 1928.

Prior to his retirement, Mr. Turley received a suggestion award for suggesting that teletype stations at nine cities along the Grand Trunk Western be supplied with small ditto presses to eliminate the necessity of transmitting tape two or three times to provide sufficient copies when messages are addressed to several people.

CV RETIREMENTS

Recent retirements on the Central Vermont Railway at St. Albans, Vt., include Frank M. Careau, machinist helper, a native of St. Anne de Stukely, Que., who entered service in 1919; Charles A. Goodroe, porter-operator, native of St. Albans, who entered service in 1944; Henry J. Godbout, checker at Burlington, Vt. Born at St. Roch, Que., he entered service in 1919; and Noah J. Belair, drawtender at Rouses Point, N.Y., who was born at Clareville, Que., and started service in 1920.

STRATFORD PENSIONERS NAME 1956 OFFICERS

Harry Clark was named to succeed Joseph Peck as president of the Stratford CNR Pensioners Club at a meeting held in December.



Moncton Times & Transcript photo

GOLDEN WEDDING anniversary of Mr. and Mrs. William E. Cusack was celebrated in their home at Moncton. Mr. Cusack was stationary engineer with the railway at Moncton until his retirement in 1950, having joined the service in 1913 in the motive power department.

Other executive members elected were William Gibson, vice president; William Dill, re-elected as secretary; Fred Kennard, chairman of the membership committee; and Harry Wiggleworth, chairman of the by-laws committee.

B.C. VETS CELEBRATE

Members of the White Rock, B.C., Canadian National Veterans' Association put pleasure before business when they cancelled their December 5 meeting in favor of a turkey dinner, attended by about 50.

Community singing, dancing and shop-talk filled out a pleasant evening for the old-timers.



MR. AND MRS. R. J. BYRNE, of Winnipeg, who marked the 50th anniversary of their wedding on January 2. Mr. Byrne retired in 1949 after 24 years in Fort Rouge shops as a sheet-metal worker.

GOLDEN WEDDING

Mr. and Mrs. Hugh Boyd, of Victoria, have celebrated their 50th wedding anniversary. Mr. Boyd served with the company for 44 years.

The Boyds lived for 36 years in Kamloops while Mr. Boyd was locomotive engineer on the Okanagan run. He retired in 1944.

The occasion was marked with an "at-home" at the residence of their son-in-law and daughter, Mr. and Mrs. C. Stephens of Victoria.

VETS NAME OFFICERS

Election of officers has been held by various branches of the Canadian National Railways Veterans' Association.

At Shediac, N.B., Alderice Leger was named president; J. McLellan, 1st vice president; Frederick O'Brien, 2nd vice president; J. Seamen, treasurer; W. R. Moore, secretary; and Raymond Maze-rolle, sergeant-at-arms.

The Toronto branch named Albert Pridham as president; Robert Sparkes, vice president; Stewart Collins, secretary; and L. Price, treasurer.

At Montreal, G. M. Clements was elected president; F. T. Johnston, 1st vice president; Romeo Gauvreau, 2nd vice president; John Bleasdale, 3rd vice president; G. A. Long, secretary; A. C. Vawer, treasurer; John Blair, sergeant-at-arms; Marcel Guerin, past president.

The Moncton branch has named George Bailey as president for 1937.

Also elected were Cecil Dawson, 1st vice president; Guy Pelletier, 2nd vice president; G. A. Innis, secretary; John Reid, treasurer; and Victor Burns, Lyol Price and Albert Wilkins, trustees.

Seventeen trains were stopped for two hours when a man fishing from a railroad bridge in Kansas got his line tangled in the wires of the automatic signalling system.

PRINCE RUPERT LADIES ELECT OFFICERS

Mrs. J. N. Jordan was elected president of the Ladies Auxiliary to the Veterans' Association at the annual meeting in Prince Rupert.

Others installed in office were Mrs. W. H. MacIlroy, honorary president; Mrs. James Rhodes, vice-president; and Miss Millie Pavlikis, secretary-treasurer.

Named on the phoning committee were Mrs. Edward Hildebrand, Mrs. A. J. Percival, Mrs. A. E. Blackhall and Mrs. Rhodes.

Past president, Mrs. W. D. McAra presided over the election of officers.

OLDTIMERS HOLD CHRISTMAS PARTY

Three hundred retired CNR employees attended the annual Christmas party of the Canadian National Railways Veterans' Association of Winnipeg. The oldtimers, aged between 65 and 90 years, were treated to smokes, fruit, light refreshments and a program of entertainment.

The newly elected executive of the association includes A. S. Wilson, president; W. Buchanan, vice president; A. Fraser, secretary; T. H. Sharples, treasurer; Harry Davis, past president; and A. E. Somers, J. Ewbank and I. Carlson, directors.

NAME	AGE	OCCUPATION	RESIDENCE
Guillaume, L. M.	69	Pot Washer	St. Vital
Hagarty, T. M.	76	Clerk	Toronto
Hall, A. E.	79	Cooper	Vancouver
Hedstrom, J. A.	67	Sectionman	Sweden
Henderson, A. M.	54	Asst. Roadmaster	Campbellton
Hitterman, B.	65	Labourer	Montreal
Holder, W. T.	74	Locomotive Engineer	Sidney
Hunt, J. W.	68	Sectionman	Dalhousie
Kalt, J. W.	79	Storekeeper	West Summerland
Kennedy, W.	78	Labourer	Belleville
Kusmicsuk, M.	68	C.L. Labourer	Transcona
Langan, J. H.	66	Switchtender	Toronto
Laurier, J. A.		Section Labourer	Laurier
Lavoie, C. A. G.	74	Cleaner	Verdun
Leblanc, J. A.	70	Clerk	Montreal
Lesse, W. W.	82	Carman	Toronto
Legasse, G.	74	Machinist	Edmundston
Lewis, E. T.	75	General Clerk	Westmount
Lythgoe, J.	85	Blacksmith	Vancouver Island
MacDonald, D. I.	76	T.T. Repr.	Westville
MacDonald, H. J.	69	Carman	Vancouver
Mackey, F. F.	78	Trainman	Southern Division
McConnell, R.	66	Freight Carman	Toronto
McDonald, W. E.	67	Operator	Swan River
McKenzie, M.	66	Conductor	Kamloops
McNeish, J. A.	67	Section Foreman	Jacquet River
Michaud, J. A.	67	Ex. & Rel. Sectionman	Riviere du Loup
Mollins, A. C.	79	B.M. Helper	Salisbury
Moros, M.	69	Machinist	Toronto
Morse, C. C.	70	Conductor	Battle Creek
Mosuk, P.	70	Coal Dock Foreman	Minnedosa
Newstead, J. W.	69	Labourer	Gravenhurst
Olson, O. J.	77	Section Foreman	Fraser Lake
Ostrander, W. W.	75	Chief Clerk	Detroit
Parliament, W. J.	74	Truck Repairer	Winnipeg
Paul, J.	75	Section Foreman	Regina
Perron, J. F.	73	Crossing Tender	St. Albans
Phillips, F. J.	80	Chief Clerk	St. Albans
Piper, C. J.	74	General Agent	San Francisco
Reeves, J. W.	74	Machinist	Belleville
Richardson, G. W.	65	Sectionman	Allanburg
Riehl, J. A.	81	Crossing Watchman	Brochagen
Robinson, L. H.	78	Div. Engineer	Oakville
Ross, P.	80	Carman	Vernon
Ruby, J. E.	70	Locomotive Engineer	Edmundston
Rush, F. N.	80	Labourer	Brattleboro
Rush, H. B.	64	Trainman	Neepawa
Russell, F. C.	83	Conductor	Verdun
Saretzky, B.	71	Section Foreman	Humboldt
Satterthwaite, W.	66	Section Foreman	Chilliwack
Shenyk, W.	70	Carman	Meville
Shane, J. T.	66	Morse Operator	Montreal
Shepard, F. S.	87	Carpenter	Southern Division
Simon, A. I.	74	Agent	Hagersville
Sullivan, J.	72	Checker	Byron
Thibault, J.	76	Sectionman	Rimouski
Turnbull, D. N.	68	Clerk	Toronto
Vahlkamp, E. E.	71	Machinist	St. Lambert
Vys, B. D.	85	Scale Repairer	Toronto
Walden, E. F.	64	Bookbinder	Norwood
Webster, G. F.	66	Inspector	Verdun
Whiting, F. A.	76	Locomotive Engineer	Toronto
Wilson, G. W.	82	Painter	St. Albans
Wilson, T. F.	65	Locomotive Engineer	Winnipeg
Wright, F. F.	74	Trucker	Toronto
Young, E.	79	Locomotive Wiper	Campbellton

EMPLOYEES

NAME	AGE	OCCUPATION	LOCATION
Alday, C. M.	62	Carman Gang Foreman	Battle Creek
Banks, G. T.	53	Yard Foreman	Eladon
Bongfeldt, E. S.		Roadmaster	Warroad
Carey, W. D.	62	Telegrapher	Montpelier
Cherry, T. I.		Locomotive Engineer	Nutana
Connolly, W. F.	18	Clerk	Montreal
Conrad, L. L. St. C.	27	Porter	Moncton
Cook, A. R.	33	Yardman	Fort Erie
Cooper, G. H.	56	Car Inspector	Blue Island
Dikens, F. W.		Automatic Operator	Winnipeg
Ferguson, H.	60	Foreman	London Div.
Festilaud, J. E. H.	58	Automatic Operator	Montreal
Flemming, M. G.	50	Locomotive Engineer	Nor. Ont. Dist.
Fraser, A.		Cleaner	Edmonton
Fraser, D. A.	49	Section Foreman	Oxford
Gendron, J. C. R.	38	Yardman	Laurentian Div.
Haycock, W. H.		Boilermaker Helper	Transcona
Hudson, H. F.	41	Welder Helper	St. Thomas Div.
Imms, A. J.	33	Carman	Montreal
Jaffray, R. M.	57	Motorman	Guelph
Johnson, I. R.		Sectionman	Kitwana
Juniper, D.		Shovel Engineer	Prairie Dist.
Laakkonen, A.		Agent	Orr
Ledlar, W. J.		Class. Labourer	Regina
Lewis, P. R.		Conductor	Vancouver
Louden, C. H.		Foreman	Calgary
Lynch, H. B.	60	Cashier	Chicago
Meloche, R.	59	Machinist L.H.	Montreal
Miriani, J. L.	48	Demurrage Clerk	Detroit
Morelli, A.		Labourer	Calder
Newbro, F. D.	57	Crossingman	Battle Creek
Noble, W.	64	Yard Helper	Detroit
O'Toole, F. W.	60	Shed Foreman	Montreal Wharf
Patterson, T. J.	62	Agent	King
Payne, J. H.	60	Div. Master Mechanic	Belleville Div.
Plante, J. T. L. P.	64	Labourer	Limousin
Pope, A. C.	44	Crane Engineer	Stratford
Redpath, C. D.	65	Conductor	Edmonton Div.
Scott, C. J.	56	Locomotive Engineer	Battle Creek
Stebbins, C. H.		Stockkeeper	Port Huron
Stebbins, C.		Conductor	Prince Albert Div.
Storn, W.		Foreman	Edson Div.
Taverner, J. H.	47	Brakeman	Belleville
Terroux, C. A.	54	Baggage Recorder	Detroit
Tucker, H. H.	56	Crossing Watchman	Hamilton
Turgeon, J. L.	58	Pipefitter	Montreal
Walker, C. A.	45	Machinist Helper	Battle Creek
Wielar, J. J.		Dist.Supt.(Col.& Agr.)	Saskatoon



We regret to report the following deaths among members of the active railway personnel and pensioners.

PENSIONERS

NAME	AGE	OCCUPATION	RESIDENCE
Alexander, G.	79	Freight Carman	Toronto
Alix, N. F.	73	Sectionman	Northern Division
Anderson, C.	71	Locomotive Engineer	New Westminster
Anderson, E.	66	Bridgeman	Watrous
Bambridge, F. J.	72	Conductor	Rosemere
Bannerman, Isabella M.	74	Stenographer	Toronto
Barton, H. J.	94	Engineer	Battle Creek
Beers, W.	77	Sectionman	Harcourt
Biesenthal, J. H.	76	Sectionman	Eganville
Bleakly, J. H.	70	Pipefitter	Victoria
Robinsky, G.	68	Freight Carman	Ottawa
Boucher, J. C. E.	74	Locomotive Engineer	Charny
Bradford, S.	77	Conductor	Kent Jct.
Breton, J. F.	72	Sectionman	LaDurandaye
Brown, D.	76	Cl. Labourer	Portage La Prairie
Bruce, D. McV.	77	Conductor	Stellarton
Burby, J.	72	L. H. Machinist	Saskatoon
Burgess, I.	71	Locomotive Engineer	Regina
Cameron, J. A.	82	Sectionman	Wellington
Castilloux, J. P. A.	54	Sectionman	Kent Jct.
Chouinard, J. H.	67	General Clerk	Trenton
Dales, W. O.	87	Engineer	Toronto
Draper, S. G.	67	Equipment Insp.	London
Dunkley, J.	70	Constable	Winnipeg
Doull, W. A.	77	S.C. Porter	Montreal
Durocher, D.	81	Section Foreman	Beite River
Dutton, H. J.		Car Repairer	Massetta
Egan, T. L.	65	Conductor	Amprior
Esselmont, R. I.	68	Carman	Transcona
Ferguson, D. W.	61	Section Foreman	Jasper
Fosburg, J. W.		Crossingman	Grand Rapids
Frankow, M.	73	Sectionman	Kelvington
Frenette, C.	76	Pumpman	Fort Frances
Friend, F.	87	Sectionman	Northern Division
Galicum, S.	63	Cook	Belleville



Women's Section

DESIGNED TO INTEREST OUR RAILROAD WOMEN AND OUR YOUNG RAILROADERS

PLEASE NOTE:

Correspondence, including manuscripts and photographs for this section should be addressed to:

Miss M. Angela Lane,
Women's Editor,
Public Relations Department,
Canadian National Magazine,
WINNIPEG, Man.

Rooms Look Larger with Folding Doors

It's a simple matter to add vista to any room by making use of any of the many makes of folding doors now appearing on the market. They can be used in living rooms, playrooms or bedrooms and are easily installed.

By Anne Sutherland

THIS is the time of the year when most of us begin to plan what we are going to do in the way of home decorating. What is your particular problem? Perhaps it's doors. If so, why not install the space saving accordion fold doors and let them become a part of your decorating scheme.

Built like an accordion, the door folds into itself. It actually creates about six square feet more floor and wall space in your home, makes rooms larger and more livable. Combine two and you have a room divider.

The double-strength interior steel frame assures balanced action and graceful folds. And you are offered, too, new and exciting ideas for room decoration. The special double-fold construction gives two identical sides to work with – and that means you can decorate each side to fit the room it faces.

To slip cover the door you need only two and one-half yards of fabric, 36, 48 or 56 inches wide, iron-on rug tape, a rule and scissors – no sewing is necessary. You can match your wallpaper, drapes or upholstery, or make it a color or design accent for your kitchen, bedroom, living or dining room or to brighten a hallway.

And the best part of it is – not only can you decorate the door yourself, you can install it yourself in less than 15 minutes with nothing more than a screwdriver. Everything necessary for installation – track, screws, instructions – comes in the package.

Of course, you don't have to decorate the door unless you want to. They come in a grey vinyl coated bark cloth which will blend with almost any decorative scheme. An occasional washing with soap and water will keep these space saving doors in excellent condition for years and years.

The doors are available in standard sizes which fit most doorways – two feet, six inches, three feet and four feet widths, all in six feet six inch or six feet eight inch heights.

So, when planning spring decorating, don't overlook the installation of these new, modern spacesaving doors. ★



Modernfold photo

Folding doors can be made to fit the decor of any room. A coat of paint is easily applied, or wallpaper or slip covers can be used. Different treatment can be given the two sides of the door if it is being used to separate rooms decorated in different color motifs.

Let's Talk About Cakes

by Kathleen Cousins

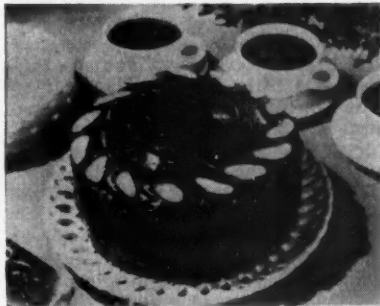
There's absolutely nothing to equal the fragrance of a kitchen when a cake's baking — and the results are hard to beat, too.

THIS month let's talk about cakes — in their infinite variety. There is nothing which can take the place of a homemade cake — it comes in so handy to top off a luncheon, as a dinner dessert and to serve when friends drop in. To start off, here's our recipe for:

Brazil Nut Devil's Food

- | | |
|------------------------|---------------------|
| 1/4 cup shortening; | 2 cups sifted cake |
| 2 cups firmly packed | flour; |
| brown sugar; | 2 teaspoons baking |
| 2 eggs; | powder; |
| 4 squares unsweet- | 1/2 teaspoon soda; |
| ened chocolate, | 1/2 teaspoon salt; |
| melted; | 1 cup plus 2 table- |
| 1/2 cup chopped Brazil | spoons milk; |
| nuts; | 1 teaspoon vanilla. |

Cream shortening; add sugar gradually and cream thoroughly. Add eggs,



NEA Photo

one at a time, and beat until light and fluffy. Add melted chocolate and beat well. Mix in Brazil nuts. Sift together flour, baking powder, soda and salt; add flour mixture alternately with milk to batter. Stir in vanilla. Pour into 2 deep greased 8-inch layer pans and bake in moderate oven (350°F.) 35 to 40 minutes. Let stand 5 minutes and remove from pan. Cover with

Glossy Chocolate Frosting

- | | |
|------------------------|-------------------|
| 3 squares unsweet- | 3 tablespoons hot |
| ened chocolate, | water; |
| melted; | 3 egg yolks, |
| 1 1/2 cups sifted con- | unbeaten; |
| fectioners' sugar; | 1/4 cup butter or |
| | margarine. |

Pour melted chocolate into mixing bowl. Add sugar and water; mix well. Add egg yolks, one at a time, beating well after each addition. Drop 1 tablespoon of butter at a time in the mixture and mix thoroughly. Place whole shelled Brazil nuts in cold water. Bring slowly to a boil. Simmer 2 to 3 minutes. Drain and cut into thin lengthwise slices about 1/8 inch thick.

Parfait Jelly Roll

JELLY ROLL:

- | | |
|--------------------|----------------------|
| 1/4 teaspoon salt; | 1 teaspoon lemon |
| 3 eggs; | extract; |
| 3/4 cup sugar; | 3/4 cup pancake mix. |

Grease sides and bottom of a 10 1/2 x



NEA Photo

15 1/2-inch shallow pan; line with waxed paper and grease again; dust with flour. Add salt to eggs; beat until thick and lemon-colored.

Add sugar to eggs a little at a time, beating well after each addition. Add flavoring and pancake mix; mix lightly until batter is smooth. Spread evenly in pan. Bake in hot oven (400°F) 7 to 8 minutes or until brown.

Sprinkle a towel well with confectioners' sugar. Immediately on taking cake from oven, loosen it around edges of pan and turn out on towel. Peel waxed paper carefully from cake; roll cake in towel and let stand 10 minutes.

FILLING:

- | | |
|---------------------|-----------------------|
| 1 package raspberry | 1/2 cup whipping |
| gelatin; | cream, whipped; |
| 1 cup hot water; | 1 tablespoon sugar; |
| 1/2 cup cold water; | 1/2 pint raspberries, |
| | drained. |

Dissolve gelatin in hot water; stir in cold water. Chill in refrigerator until gelatin becomes slightly thickened. Beat gelatin with rotary beater until fluffy and thick. Combine whipped cream with sugar; fold into gelatin.

Unroll cake. Spread gelatin mixture evenly over cake; place raspberries on gelatin. Roll up cake and wrap in waxed paper. Refrigerate cake roll several hours before serving. Yield: 8 servings.

Banana Layer Cake

Before Mixing: Have shortening at room temperature. Grease pans. Set oven at 375°F.

- | | |
|------------------------|------------------------|
| 2 1/4 cups sifted cake | 1/2 cup shortening; |
| flour; | 1 1/2 cups mashed ripe |
| 1 1/4 cups sugar; | bananas (4 to 5 |
| 2 1/2 teaspoons baking | fully ripe); |
| powder; | 2 eggs; |
| 1/2 teaspoon baking | 1 teaspoon vanilla. |
| soda; | |
| 1/2 teaspoon salt; | |

Sift together flour, sugar, baking powder, soda and salt into large mixing bowl. Add shortening, 1/2 cup of the bananas and eggs. Beat 2 minutes at slow to medium speed with electric mixer or 2 minutes by hand. Scrape down bowl and beater or spoon frequently during mixing. Add remaining 1 cup bananas and vanilla. Beat 1 min-

ute longer, scraping down bowl and beater or spoon frequently during mixing. Turn into 2 well-greased, 8-inch layer cake pans. Bake in moderate oven (375°F) about 25 minutes, or until cake is done. Frost with your favorite frosting; any flavor blends well with banana cake. Yield: 1 layer cake.

Tipsy Custard Cake

CAKE:

- | | |
|--------------------|---------------------|
| 1/4 teaspoon salt; | 1 teaspoon vanilla; |
| 4 eggs; | 1/2 teaspoon lemon |
| 3/4 cup sugar; | extract; |
| | 1 cup pancake mix. |

Grease well the sides and bottom of a 1 1/2-quart ring mold. Dust with flour. Add salt to eggs; beat until thick and lemon colored. Add sugar a little at a



NEA Photo

time, beating well after each addition. Add flavorings and pancake mix, stirring lightly until batter is smooth. Spread evenly in ring mold. Bake in moderate oven (350°F) 25 to 30 minutes. Immediately on taking cake from oven loosen around edges and turn out on wire rack. When cake is cool, cut crosswise to make three layers.

CUSTARD FILLING:

- | | |
|--------------------|--------------------|
| 1 package instant | 1/2 teaspoon lemon |
| vanilla pudding | flavoring. |
| mix; | |
| Milk (to make soft | |
| custard); | |

Follow directions on instant pudding mix package. Add, by tablespoons, a little more milk to make a soft custard. Add lemon flavoring.

TOPPING:

- | |
|-------------------------------------------|
| 1 square (1-ounce) unsweetened chocolate, |
| shaved. |

Put layers of cake together, using about 2/3 cup soft custard and a sprinkling of shaved chocolate between each. Top with additional custard and chocolate.

Lemon Layer Cake

- | | |
|----------------------|---------------------|
| 1/2 cup butter or | 3/4 teaspoon baking |
| other shortening; | soda; |
| 1 cup sugar; | 1/2 teaspoon salt; |
| 2 eggs, well beaten; | 1/2 cup sweet milk, |
| 2 cups sifted pastry | soured with 2 |
| flour; | tablespoons lemon |
| | juice. |

Cream the butter and sugar. Add the well-beaten eggs. Sift together, three times, the flour, baking soda and salt. Add flour to the first mixture, alternately with the milk and lemon juice. Beat until smooth. Bake in 2 greased 8-inch layer cake pans in moderate oven (350°F) 25 to 30 minutes. Cool. Spread between layers with

Lemon Cream Filling

1 egg yolk, beaten;	1/2 cup water;
1/2 cup sugar;	1/4 cup lemon juice;
2 level tablespoons	1 teaspoon grated
cornstarch;	lemon peel.

Cook in double boiler 15 minutes, stirring often. Add 1/2 tablespoon butter. Cool before spreading on cake. Top with

Seven Minute Lemon Frosting

1 teaspoon light corn	3 tablespoons lemon
syrup;	juice;
3/4 cup sugar;	1/4 teaspoon grated
1 egg white;	lemon peel;
	Dash of salt.

Cook in double boiler 6 to 7 minutes, beating constantly with whirl-type beater. Remove from heat. Beat thoroughly before spreading on cake.

Grated Fresh Apple Cake

2 cups sifted all-	1/2 teaspoon ground
purpose flour;	nutmeg;
1 1/4 cups light brown	1/2 cup shortening;
sugar;	1 1/2 cups coarsely
1 teaspoon salt;	grated raw apples;
1 teaspoon soda;	2 tablespoons milk;
1 teaspoon double-	2 eggs.
acting baking	
powder;	

Sift the flour, sugar, salt, soda, baking powder and nutmeg into a mixing bowl. Add shortening, grated apple and milk. Mix just enough to dampen the ingredients. Then, beat 2 minutes by hand or with an electric beater at low speed. Add eggs. Beat 2 more minutes at low speed. Pour batter into a well-greased, lightly floured 9-inch square pan. Bake 45 minutes at 350°F. Turn out on wire rack. Serve cold with ice cream and caramel sauce or top with lemon sauce and whipped cream. Yield: 9 servings.

One Bowl Chocolate Cake

1/3 cup cocoa;	1/2 teaspoon baking
1/3 cup boiling water;	soda;
1/2 cup golden corn	1 teaspoon baking
syrup;	powder;
1 1/4 cups sifted cake	1/4 cup soft shorten-
flour;	ing;
1/2 cup granulated	1/3 cup milk;
sugar;	1 egg, unbeaten;
1/2 teaspoon salt;	1 teaspoon vanilla.

Preheat oven to 350°F. Place cocoa in large mixing bowl. Add boiling water slowly; mix until smooth. Blend in golden corn syrup thoroughly. Add sifted dry ingredients, stirring until dry ingredients are well dampened. Mix in soft shortening; beat 2 minutes or until there are no lumps. Add milk, egg and vanilla; beat 2 minutes or until smooth and light. Pour immediately into lined and greased 8-inch square pan or two 8-inch layer pans. Bake in 350°F oven 40 to 45 minutes for square cake or 25 to 30 minutes for layer

cakes. Frost with your favorite frosting.

Our final recipe is for the younger generation in honor of St. Valentine's Day. It is for

Chocolate Heart Cookies

1 cup sifted flour;	1/2 cup sugar;
1/2 cup instant nonfat	1 egg;
dry milk powder;	2 squares unsweet-
2 teaspoons baking	ened chocolate,
powder;	melted;
1/8 teaspoon salt;	1/2 teaspoon vanilla.
1/2 cup shortening;	

Measure, then sift together flour, instant nonfat dry-milk powder, baking powder and salt. Cream shortening;



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gradually add sugar. Beat until light and fluffy. Add egg, beat well. Stir in chocolate and vanilla. Blend dry ingredients into creamed mixture. Wrap dough in waxed paper. Chill in refrigerator at least 1/2 hour. Roll out on floured board to 1/8-inch thickness. Cut into heart shapes with floured cookie cutter. Bake on ungreased cookie sheet in moderate oven (375°F) until firm, about 10 to 12 minutes. Remove from sheet at once. Outline cookie edges with confectioners' sugar frosting, if desired.

Yield: about 3 dozen cookies. ★

Have Your Sweets And Diet, Too

FASHION fads are fun, do no harm, and often lend charm. Diet fads, on the other hand, are not fun, can do lots of harm, rarely lend charm, and then only temporarily. Yet their popularity continues strong.

Apparently, people want to fool themselves into believing that there really can be a quick cure for what, in plain English, amounts to overeating. All one need do, they reason, is find the magic formula.

So far, we have had high protein diets, low protein diets, low calorie

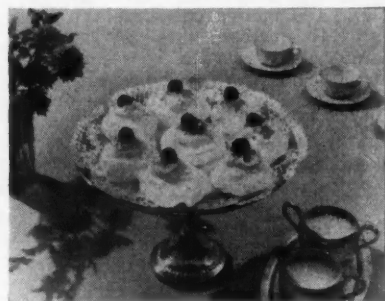
diets, high calorie diets, one meal-a-day diets, raw fruit diets, egg diets, cottage cheese diets, dried fruit diets, and so on and on and on. A few people achieve good results, broadcast the news and others quickly hop on the bandwagon. In the meantime, the diet's discoverers are gaining back their lost weight and soon will be in search of another magic formula.

Nutritionists and physicians today are agreed that the dieter or weight-watcher needs to cut down on what he eats, not to cut out anything. Overweight comes from eating too much, not from eating any one food. It doesn't matter whether your excess calories come from steak, bread, sugar or lettuce—if you eat more food than you need, you'll get fat.

Also, it doesn't matter so much when you eat. If you can consume the proper amount of calories in three meals, fine. However, if you get a yen around 10 in the morning for some coffee 'n, go ahead and have it—just be sure to figure in those calories, too.

The fact is, most people probably would find it a lot easier to stay with their reducing diets if they were to have such little snacks between meals. Nutritionists have found, you see, that spacing a little snack an hour or so before mealtime provides a simple, natural way to curb oversize appetites. The pre-meal snack elevates the blood sugar level, thus diminishing the appetite. Because of this, it has come to be known as the scientific nibble.

Employing this concept of weight control, then, one can actually enjoy a luscious dessert in the middle of the afternoon without experiencing a pang of guilt, provided, of course, she settles



for a much lighter dessert, such as a bit of fresh fruit, following dinner. The sugar which is so vital a part of any really delectable dessert is what will help her to refrain from second helpings at dinner later on. For it quickly gives a sense of satisfaction, converting into energy faster than any other food. And, of course, sugar's palate-pampering properties helps the dieter who adopts this new concept of weight control to stick to it.

Can you imagine, for example, being able to enjoy meringue glacés at a Sunday afternoon tea party? Meringue with ice cream, nuts, maraschino cherry? Here is a real tasty scientific nibble. Indeed, upon investigation, you'll learn that, actually, the calorie

content of such desserts is not so high as one might think. The glacé we mentioned, for example, would contain approximately 147 calories. A staid old bread pudding, on the other hand, would contain approximately 285!

Now, after all that, perhaps we'd better give a recipe for meringue glacé. We have just come across one that is different in two respects—the meringue is made with walnut meats, which add immeasurably to the flavor; then, the recipe is a new quick version which keeps the work down to a minimum. Here it is:

Walnut Meringue Glacé

3 egg whites;
1/2 teaspoon cream
of tartar;
1/8 teaspoon salt;

1 cup sifted sugar;
1/2 teaspoon vanilla;
2 tablespoons finely
chopped walnuts.

Put egg whites, cream of tartar and salt in medium size bowl; beat until foamy. Gradually add sugar, beating well with each addition to completely dissolve sugar. Continue beating until meringue forms stiff peaks. Stir in vanilla; fold in chopped nuts. Spoon meringue in eight mounds on an ungreased cookie sheet. Bake in slow oven, 250°F., for about 1 hour. Run spatula under meringues to loosen from cookie sheet and cool on wire cake rack. Yield: 8 meringues. ★

Romantic Symbols Of Valentine's Day Are Centuries Old

VALENTINE'S Day customs and symbols are based on centuries of tradition. More than 600 years ago, St. Valentine's Day was celebrated by drawing names of young men and women simultaneously out of boxes. Those whose names were coupled together exchanged presents and became one another's valentine for the next year. Over the years, this romantic custom has developed into the exchanging of valentines in the form of frilly cards, covered with hearts, flowers, cupids and cooling doves, now considered the symbols of the patron saint of young lovers. These symbols are also used today for decorating the Valen-



Dorothy Ames Carter photo

tine party table, selecting a menu and preparing the food—which means that a get-together on or about February 14 can be one of the year's prettiest and gayest. Candles, flowers and paper hearts are suggested for decorating the table from which to serve a heart-shaped tea cake, the recipe for which is given below.

Valentine Tea Cake

1/2 cup milk;
1/2 cup sugar;
1/2 teaspoon salt;
1/4 cup shortening;
2 packages or cakes
yeast, active dry or
compressed;

1/2 cup warm, not hot,
water (lukewarm
for compressed
yeast);
2 eggs, beaten;
5 cups sifted,
enriched flour;
1/4 cup melted mar-
garine or butter;
1/3 cup cherry jam.

Scald the milk and stir in sugar, salt and shortening. Cool to lukewarm. Sprinkle or crumble yeast into water (warm, not hot, water for active dry yeast; lukewarm water for compressed yeast). Stir until dissolved. Add lukewarm milk mixture. Add eggs. Sift, then measure flour and add one half to the above mixture. Beat until smooth. Stir in remaining flour or enough to make a dough. Turn dough out on a lightly floured board and knead until smooth and elastic. Put dough into a greased bowl and brush top lightly with soft shortening. Cover with a cloth; let rise in a warm place, free from draft, until doubled in bulk, about one hour. Punch down and turn out on lightly floured board. Cut dough in half. Roll out each half into an oblong 14 by 12 inches. Brush lightly with melted margarine or butter. Spread with a thin layer of jam. Roll up lengthwise as for a jelly roll. Place on greased baking sheet. Form into a heart shape and seal ends together firmly. Cut one inch slices almost through with scissors. Cover with a cloth. Let rise in a warm place, free from draft, until doubled in bulk. Bake at 350°F (moderate oven) about 30 minutes. Ice top while hot with plain icing. Decorate with candied cherries.

Plain Icing

1/2 cup sifted con-
fectioners' sugar;

1/8 teaspoon vanilla;
2 teaspoons milk.

Mix together all ingredients until smooth.

Serve with your favorite beverage—or

Hot Spiced Grape Punch

Combine 2 cups grape juice with 1 1/3 cups water, 4 teaspoons sugar, 3/4 teaspoon cinnamon and a pinch of ginger. Heat slowly, stirring until sugar is dissolved. Blend in 1 1/2 tablespoons lemon juice. Serve with thin lemon slices pierced with cloves. ★

HANDY HINT

Hot fat that spatters or spills over often causes serious burns. Never lift a kettle of hot fat. It is much wiser to wait until the fat cools. When placing anything to cool in hot fat, do it with care and, if possible, with tongs.

Jaded Appetites Can Be Tempted By Butter Sauces

THIS is the time of the year when jaded appetites need something to spark them up. With the art of cooking greatly reduced to a matter of opening a can, stirring up a mix, or raiding the freezer, today's homemaker is constantly on the alert for ideas to take away the mass-production look and give an individual touch to meals. That's one reason why flavorful sauces are gaining popularity.

The flavor of fresh butter is a MUST with waffles. Waffles, butter and syrup are a breakfast favorite of long standing. Here's a newer approach—serve waffles with a creamy butter sauce as a luncheon dish, with salad and a fruit to complete the menu.

For a butter sauce with a flavorful



Swift & Co. Photo

appeal, add mushrooms and seasonings. You'll have a companion for waffles which will prove so popular you'll be swamped with orders for second helpings. Here are two suggestions for tasty butter sauces:

Mushroom Sauce

1/2 cup butter;
2 cups sliced mush-
rooms;
1/4 cup sifted flour;
2 cups chicken broth;
1/8 teaspoon paprika;

1/4 cup chopped
parsley;
1/2 teaspoon lemon
juice;
1/4 teaspoon salt;
1/4 cup cream.

Melt 1/4 cup butter in heavy skillet. Pan-fry mushrooms until tender and brown. Lift from skillet. Melt remaining butter. Stir in flour. Brown thoroughly. Add chicken broth slowly, stirring constantly. Cook until thick and smooth. Add paprika, parsley, lemon juice, and salt. Add cream slowly, stirring constantly. Add mushrooms. Simmer about 10 minutes. Yield: 3 cups sauce.

Bacon Butter Sauce

3/4 cup butter;
1/4 cup sliced mush-
rooms;

1/4 cup chopped
cooked bacon.

Melt butter in saucepan. Add mushrooms. Cook and stir over low heat until mushrooms are tender. Add bacon. Mix thoroughly. Serve over hot cooked vegetables.

Yield: 1 cup sauce. ★

Attractive Wool Hats For Late Winter Wear



JUST about now, most of us are sick and tired of our winter hats and long for a change. It's too early for that new spring hat—but how about a gay in-between wool hat which will go wonderfully well with fur coats and also with early spring coats.

Pictured are two attractive models—The Starlight Hat, unusual in shape but smart and wearable, is close fitting and softened with an interesting drape which can be handled in various ways to suit one's own taste. It is knitted with two kinds of wool and a brilliant pin is attached for glamour. The head size is 22 inches and you'll require only

1 (2-oz.) ball of double knitting patonized and 1 (½-oz.) ball of Fuzzy-Wuzzy.

The Dazzler, a small hat shaped a little differently and sparkled with spangles and beads, is a most welcome addition to every woman's wardrobe. Just 27 rows on big needles, the knitting can be done in about an hour.

If you would like directions for making these hats, write to the Women's Editor, Canadian National Magazine, Room 355, CNR Station, Winnipeg 1, Manitoba. Please be sure to enclose a stamped, self-addressed envelope. ★

One Week of Care Results In Fresh, New Complexion

FEBRUARY is a month without any outstanding features. Leave out St. Valentine's Day and what have you got—nothing but the occasional promise of spring and the persistent presence of winter.

And to make it more dreary, all of us seem to get—from our wardrobes right up to our complexions—sort of pinched and winter-weary looking. New wardrobes you can't buy—it is too early for that spring outfit which you are planning. But a fresh, new complexion can be yours with only a week of loving care. What a difference it will make when you look in the mirror—and when others look at you.

What makes the complexion such a problem child at this season? There's the result of Christmas indulgence—the rich food and not enough sleep. There's also the lack of sunshine and outdoor exercise. The cold and wind; the sudden dry heat of houses. Most of you are watching your diet too, to make up for holiday feasting. So your skin shows the lack of moisture and of oil.

The first thing to do is to get rid of the tired old skin—simply slough it off by using cleansing grains put out by a well-known cosmetic company. Every night, wet your face, work in the tiny, meal-like grains, and rub off with a wash cloth. The fresh, new radiant skin underneath begins to show through, even with one treatment... and after a week or so the tired top skin has been whisked away, and with it a lot of that dull, sallow, winter-grey look.

During the winter, your skin needs an extra quantity of oil so after carefully cleansing with cream and skin fresher apply a rich, penetrating lubricant. There is a cream on the market to suit every type of skin—so get the one which will do the most for you.

By day, keep on supplying oil to your skin. Even if you do not go beyond the back door during the day, give your skin the protection of foundation lotion. It's like a tender, filmy screen against dust, dry heat and wintry blasts. For glamor make-up, choose a tinted founda-

tion that is not only non-drying, but has a moisturized base—to keep your skin soft and radiant. There is a make-up base, in liquid form, which goes on like fluid velvet—and covers up little imperfections smoothly and beautifully.

And, while you're brightening your dark clothes with touches of snowy white, don't forget to brighten your make-up, too. A lighter foundation, a brighter lipstick—they'll make you bloom like the first crocus. See, too, how effective a dramatic eye make-up can make your old hat.

And, everytime you get out of your tub, do give yourself a luxurious rub-down with a lotion that not only soothes and softens, but heals because it has a fabulous healing ingredient so kind to chapped, sore skin. Truly a lotion superb—pink, creamy, delicately fragrant—just watch your grateful skin drink up every drop instantly!

So, make February a month of distinction for you—and your skin! ★

Crocheted Coverlet Adds Modern Touch To Any Bedroom

ONE of the prettiest, most practical styles of home decoration that grows more and more popular every year is the crocheted bedspread. This coverlet is made with four inch motifs with popcorn stitch centers and is joined as it is worked. To finish, a knotted fringe is added.

To make this lovely bedspread, all



you'll require for the single size spread, 76 x 108 inches, is 70 balls of white, and for a double size spread, 96 x 108 inches, 88 balls of white.

If you would like directions for making this crocheted bedspread, write to the Women's Editor, Canadian National Magazine, Room 355, CNR Station, Winnipeg 1, Manitoba. Please be sure to enclose a stamped, self-addressed envelope. ★

"Quickies" for Salad Making

Canned fruits generally sink when molded in fruit-flavored gelatin while fresh fruits, except orange sections and grapes, usually float. So, if you combine "sinkers" with "floaters", you'll get a very picturesque, layered mold.

Ever unmold a gelatin salad and find that you can't center it on the plate? Well, weep no more. If you moisten the surface of the molded salad before turning it onto the plate, it will slide into position easily and intact. Afterwards, just wipe off any excess moisture on the plate.

The next time you're making salads with fruit-flavored gelatin, substitute ginger ale for the water used to dissolve the fruit-flavored gelatin. It gives your salad extra zip and sparkle.

Fashion View For 1957

PATTERN M289

A Grabois Original

The deeply V'd décolletage, the myriad of soft back folds from waist to hemline, mark this dress as definitely 1957. This late-day dress is the nicest flattery your figure could have — bosom raised, rounded and softly sheathed; silhouette smooth and slender. The pattern is available in Misses' Sizes 10, 12, 14, 16 and 18, with size 16 requiring 3½ yards of 39-inch fabric.

The Grabois Original was made in fiery crimson silk which would be wonderful under furs right now. It can also be made—in shantung, fine cotton or linen—lovely fabrics which will fit so well into the spring and summer evenings pattern.

If you would like directions for making this attractive dress, send **FIFTY CENTS** (in coins) for Pattern M289 to Pattern Department, Canadian National Railways, Department "R", 60 Front St. West, Toronto 1, Ontario. Please print plainly **YOUR NAME, ADDRESS WITH ZONE, IF ANY, STYLE NUMBER AND SIZE.**

Young Railroaders' Club**Sandra Enrolls Her Baby Brother**

About four years ago my Mummy wrote you asking if you would enroll me as a member of the Young Railroaders' Club, which you did.

What we would like now is for you to enroll my baby brother as a mem-



Gary and Sandra

ber. His name is Gary Donald and he was born January 15, 1956. Gary and I had our picture taken together a few weeks ago and we are sending you a copy.

Our Daddy is a constable with the Investigation department and our Granddaddy Simmons, who is also a railroader, is kept busy in the Export office. Granddaddy Woodroffe is a CNR pensioner. Our Mummy was also an employee for ten years.

I would be very pleased if you could see your way clear to print this picture in one of your issues. Thank you. Sandra Verna Woodroffe, 466½ Agricola St., Halifax, N.S. (We are so happy to have Gary as a member of the Young Railroaders' Club, Sandra. His membership card has been mailed but we are sorry your letter was received too late to get his name in the January birthday list. It will be in next year. Thanks so much for the lovely picture — Mummy and Daddy must be proud of their lovely son and daughter.) ★

**THREE YEARS OLD:**

Jean Pierre Perreault, Uxbridge, Ont.

FOUR YEARS OLD:

John Pierre Baudin, Edson, Alta.
Norma June Fawcett, Capreol, Ont.
Hartley Wayne Gardner, D'Arcy, Sask.
James Heethuis, Muskegon Heights, Mich.
Charles Carman Johnson, Sackville, N.B.
Marc Thiffault, Parent, Que.

FIVE YEARS OLD:

Elizabeth Carter, Westchester, N.S.
Keith Lawrence, Corner Brook East, Nfld.
Judy McLellan, Prince George, B.C.

SIX YEARS OLD:

George Ayles, Port Rexton, Trinity Bay, Nfld.
Dennis Doy, Edmonton, Alta.
Robin Heethuis, Muskegon Heights, Mich.

SEVEN YEARS OLD:

Janet Balfour, Winnipeg, Man.
Henry B. J. McRandall, Giffard, Que.
Ronnie Watkins, Peterborough, Ont.

EIGHT YEARS OLD:

Nicole Hudon, Forget, Que.
David Ronald Kobluk, Montreal, Que.
Bonnie Rae Mable, Campbellton, N.B.
Donald Marcus Martin, New Perlican, Trinity Bay, Nfld.

NINE YEARS OLD:

Wendy-Taye Armstrong, Prince Rupert, B.C.
Lloyd Murray Sloan, Hanna, Alta.

TEN YEARS OLD:

Dennis Edward Giolet, Ferintosh, Alta.
Cynthia Hay, Belleville, Ont.
Kathryn McDougall, Saskatoon, Sask.
Todd Norman Snyder, Union Mills, Ind.
Rina Yardif, St. Leonard, N.B.
Cheryl Dianne Williams, Moncton, N.B.

ELEVEN YEARS OLD:

Brian Thompson, Armadale, Halifax, N.S.

TWELVE YEARS OLD:

Nancy Foster, London, Ont.
Shirley Popeniuk, Stenon, Sask.
Susan Purves, Hudson, Ont.
Terry Wells, Humbermouth, Nfld.

PUT SAFETY FIRST ON YOUR LIST



original art by
Vern Goodger
Yard Helper
Pontiac, Mich.



S A F E T Y D E P A R T M E N T